

*Hon John Strohm*

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JOURNAL

OF THE PROCEEDINGS

OF THE

SOUTH-WESTERN CONVENTION,

HELD

AT MEMPHIS, TENNESSEE,

12<sup>TH</sup> NOVEMBER, 1845.

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MEMPHIS, TENN.

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1845.

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# JOURNAL.

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MEMPHIS, TENNESSEE, WEDNESDAY, NOV. 12, 1845.

The Southern and Western Convention, which adjourned in July last to meet on this day, assembled in the Methodist Episcopal Church at 11 o'clock, A. M.

On motion of Henry G. Smith, Esq. the Convention was temporarily organized by appointing Ebenezer J. Shields, Esq., of Memphis, Chairman; J. G. Harris, A. V. S. Lindsley, of Davidson county, and E. Gibbons, of Shelby county, Secretaries.

The Convention was then opened with prayer, by the Rev. Mr. Coons.

The roll of the several States being called, the following delegates were in attendance.

## FROM THE STATE OF TENNESSEE.

ON THE PART OF THE LEGISLATURE.—William Cullom, J. P. Lenoir, V. Sevier, J. H. Fletcher, and J. W. Harris, of the Senate; G. W. L. Marr, Robert J. Hall, William Houston, J. A. Whiteside, and William G. McAdoo, of the House of Representatives.

FROM THE COUNTY OF SUMNER.—Col. George Elliott.

FROM THE COUNTY OF DAVIDSON.—Dr. James Overton, Jno. M. Bass, Joseph T. Ellison, John Bell, John Shelby, E. H. Foster, A. G. Payne, S. D. Morgan, Alexander Allison, Walter Overton, V. K. Stevenson, W. G. Harding, A. M. Rutledge, J. J. B. Southall, A. W. Vanlier, A. V. S. Lindsley, Andrew Ewing, J. G. Harris, J. A. Porter, John Hugh Smith, William E. Owen, M. Watson, John Harding, W. Williams, and D. Craighead.

FROM THE COUNTY OF MONTGOMERY.—John H. Poston, E. P. McGinly and Henry Cole.

FROM THE COUNTY OF MAURY.—William L. Rankin, and A. M. Roseborough.

FROM THE COUNTY OF WILSON.—Ex. James C. Jones.

FROM THE COUNTY OF KNOX.—A. G. Walker, and John F. Pate.

FROM THE COUNTY OF WILLIAMSON.—N. Perkins, M. F. Degraffenreid. John McGavock, and E. H. Hines.

FROM THE COUNTY OF MADISON.—William T. Haskell, Samuel Hays, W. P. Goodwin, R. Fenner, George Snider, Milton Brown, Thomas W. Gamewell, A. Guthrie, J. S. Moore, A. Jackson, Alexander Greer, George W. Bond, Richard J. Fenner, Thomas Ingram, J. D. Mason, William B. Turley, John M. Parker, and William H. Burgess.

FROM THE COUNTY OF HARDEMAN.—Thomas Jovner, George Wood, Ed. Polk, William Irions, M. C. Irwin, William McIntosh; J. T. Macon, Calvin Jones, Cullen Barron, W. L. Somerville, and Pitzer Miller.

FROM THE COUNTY OF FAYETTE.—James Murdough, William Rufin, William Burton, William Houston, J. C. Waddell, L. H. Coe, John Cobb, W. Shaw, William T. Brown, T. Rivers, J. L. Pulliam, William A. Booth, B. W. Williamson, E. Haskins, J. C. Cannon, Joseph Coe, D. A. Henderson, Bernard M. Patterson, J. J. Potts, Willis Reaves, N. Warren, Dr. Dinnahoe, A. Pebbles, W. C. Kinney, G. Falls, J. Hare, M. Baugh, Dr. Washington, S. C. Jones, J. S. Neole, B. Y. Trotter, William J. Bonner, F. G. Neole, R. H. Jackson, Whitfield Boyd, G. E. Bowers, John R. Wilson, Henry Miller, Thomas Horde, John P. Smith, and John Anderson.

FROM THE COUNTY OF HAMILTON.—James A. Whiteside

FROM THE COUNTY OF MC MINN.—E. D. Renfro.

FROM THE COUNTY OF WEAKLY.—J. B. Fonville, A. M. Thackler, and P. F. Gloss.

FROM THE COUNTY OF GIBSON.—William H. Howard, John A. Tallentire, and Benjamin Harris.

FROM THE COUNTY OF SHELLEY.—John Donaldson, E. W. Kenney, Samuel Leake, William Battle, A. B. Dubose, M. W. Goldsby, Lemuel Wren, Benj. Cash, Richard Williams, Andrew Taylor, R. Melver, W. Bond, Eppy White, John Wilson, T. J. Goldsby, John Person, R. Massey, Thomas Allen, T. B. Crenshaw, John Freeman, Samuel Peake, James Lenoires, John Hamlin, Dr. Stout, Dr. Morgan, Dabney Ware, James Locke, T. Davis, James Kimbrough, John Pope, John D. White, E. M. Yercer, A. M. Looney, J. W. A. Pettit, David Looney, John T. Trezevant, B. F. McKiernan, C. Irving, Dr. Wyatt Christian, E. McGivney, J. J. Finley, R. Topp, J. R. Maltby, E. S. Davis, Dr. L. Shanks, J. Fowlkes, E. H. Porter, L. Pope Jr. H. C. Smith, H. G. Smith, George L. Holmes, F. S. Latham, Jesse Allen, James Seawell, W. F. Davis, Seth Wheatley, M. B. Winchester, L. C. Trezevant, J. H. McMahon, William Connell, J. F. Farrington, John Trigg, E. Gibbons, T. S. Foster, V. D. Barry, B. B. Blume, H. Van Pelt, E. Hickman, P. G. Gaines, W. A. Blythe, Dr. Dunn, Dr. Dubois, Lemuel Banks, A. R. Herron, and W. B. Morris.

#### FROM THE STATE OF KENTUCKY.

David Banks, George Venable, and John Styles, from the county of Christian; John Hanna, R. A. Hatcher, and D. Givins, from the county of Fulton; D. W. Patterson, from the county of Singleton, and Dr. E. C. Snyder.

#### FROM THE STATE OF ARKANSAS.

William D. Ferguson, William Strong, D. H. Bingham, A. G. Mayers, C. F. M. Noland, T. Farreley, John Minnikin, M. W. Izard, C. L. Sullivan, F. E. Patrick, and W. T. Tully.

#### FROM THE STATE OF MISSISSIPPI.

FROM THE COUNTY OF DE SOTO.—W. H. McCargo, Rev. W. McMahon, E. F. Buckner, A. H. Douglass, James H. Maury, John Lavines, Simeon Oliver, Samuel Watson, James Dupuy, Allen Jones, J. C. N. Robertson, John Henry, Thomas Williams, Felix Lebaube, George Ware, Thomas Oliver, B. G. Rainey, Eyrd Forrest, Samuel Powell, Rutledge Powers, Nat. Davis, Tobias Hall, W. D. Ellis, H. Robertson, John Robertson, John McGehee, Col. Gilliam, and Jesse Tillmore.

FROM THE COUNTY OF PONTOTOC.—John Miller, Jr., R. W. Edmondson, Richard Bolton, John D. Bradford, Henry Goodrich, Edward W. Roots, John T. Wetherall, and W. L. Dogan.

FROM THE COUNTY OF PANOLA.—John W. Lumpkin, William Banks, J. E. Kirby, James Rutlin, A. E. Stratton, J. N. Davis, R. H. Coleman, Jesse Stratton, B. W. Bedford, Dr. Ellis, Anthony Foster, and H. Allen Jr.

FROM THE COUNTY OF TIPPACH.—H. Raney, W. M. Waford, H. P. Maxwell, F. S. Leake, Garret Davis, Thomas C. Hindman, T. J. Davidson, R. M. Christian, J. A. Pate, P. W. Saunders, James Simpson, Samuel Benton, D. B. Wright, and John A. Morman.

FROM THE CITY OF NATCHEZ.—J. Young.

FROM THE COUNTY OF MARSHALL.—J. Hill, B. D. Mathews, James N. Copewood, John R. Norfleet, J. J. Howard, G. Stegar, Wiley D. Crook, Dr. Sayle, J. C. Thenil, John Hunter, G. K. Hubbard, Benjamin Smith, J. Cloud, William F. Rhodes, William F. Mason, Joseph T. Harroldson, W. Echols, P. Sugg, A. B. Bradford, W. Hemphill Jones, J. T. Finley, M. K. Sledge, William Arthur, M. Wilson, J. Mosely, A. P. Armistead, H. W. Walter, O. J. Stafford, M. D. Robinson, W. B. Hamlin, Roger Barton, Lewis Simmes, E. Upshaw, J. D. Martin, J. H. R. Taylor, W. A. P. Jones, D. Poynter, J. N. Groene, J. B. Day, C. Kyle, J. B. Fant, R. Radford, J. P. Caruthers, H. Stovall, C. L. Thomas, R. Wall, M. Johnston, G. West, G. A. Wilson, William B. Taylor, George W. Smith, Robert Windell, Stephen Weller, and Thomas Mull.

FROM THE COUNTY OF LAFAYETTE.—S. T. Wynn, T. Conkey, Talliafero, C. W. Jones, James Stockhart, J. F. Cushman, E. R. Belcher, James Brown, W. S. Jones, and William De Lay.

FROM THE COUNTY OF YALLABUSHA.—John T. Leigh, Thomas Hardeman, A. Gillespie, Elisha Moore, R. Stokes, John A. Hartson, Josiah H. Payne, and Robert J. Rayburn, from the county of Tallahatchie; D. Sutton.

#### FROM THE STATE OF MISSOURI.

FROM THE CITY OF ST. LOUIS.—James H. Lucas, Sullivan Blood, H. Lane, Isaac A. Hedger, L. M. Kennett, George Collier, H. M. Shreve, A. B. Chambers, Robert Wash, Shadrack Penn, Jr., James E. Yeatman, James Glasgow, Asa Wilgood, Thomas Allen, John McGuire, George W. Good, J. M. Field, Gregory Byrne, A. P. Ledoux, W. M. McPheton, William F. Wright, David Chambers, Francis Loving, David Mortimer, E. F. Chateau, and D. D. Mitchell.

FROM CAPE GIRARDEAU.—Fenmore Rosier, Melton O. Bannon, and E. W. Haines.

FROM NEW MADRID.—H. P. Mauleby, George M. Netherton, John B. Martin, J. H. Walter, E. B. Javalle, and G. Caruthers.

#### FROM THE STATE OF ALABAMA.

FROM THE COUNTY OF MADISON.—Dr. Thomas Fearu, J. Penn, T. H. Newman, T. M. Moody, J. D. Penn, and C. C. Clay.

FROM THE COUNTY OF FRANKLIN.—William B. Cooper, David Deshler, and John A. Moore.  
FROM THE COUNTY OF MORGAN.—Thomas B. Murphy.

#### FROM THE STATE OF NORTH CAROLINA.

Dr. Richard Sneed.

#### FROM THE STATE OF SOUTH CAROLINA.

FROM CHARLESTON.—Col. James Gadsden, Maj. Alexander Black, Charles A. Maywood, William C. Gatewood, and William H. Trescott.  
FROM COLUMBIA.—John Bryce.

#### FROM THE STATE OF LOUISIANA.

James Dunlap.

#### FROM THE STATE OF ILLINOIS.

FROM THE COUNTY OF JEFFERSON.—Walter B. Scates.  
FROM THE COUNTY OF GALLATIN.—H. Eddy, Leonard White, Thomas L. Hick, John Wall, M. K. Lawler, J. Crenshaw, and S. A. Booker.  
FROM WHITE COUNTY.—S. Snowden Hayes.  
FROM MASSAC COUNTY.—R. S. Nelson, Thomas G. C. Davis, and William McBeen.  
FROM WILLIAMSON COUNTY.—John T. Davie.  
FROM UNION COUNTY.—John Dougherty.  
FROM ALEXANDER COUNTY.—J. Freeman.  
FROM PAYETTE COUNTY.—M. M. McCurdy.

#### FROM THE STATE OF INDIANA.

Abner T. Ellis, William Burch, William J. Wise, and Thomas Bishop.

#### FROM IOWA TERRITORY.

A. C. Dodge.

#### FROM TEXAS.

Samuel Hinton, J. T. Hawkins, and George A. Smith.

Henry G. Smith, Esq. of Tennessee, submitted the following resolution, which was adopted:

*Resolved*, That a committee be appointed by the delegates from each State and Territory, to consist of one delegate from each State and Territory represented in this Convention, whose duty it shall be to prepare and submit to the Convention, nominations of persons suitable for its permanent officers, and report to-morrow morning.

The Convention then took a recess until 4 o'clock, P. M., when they met, and

On Motion of Mr. C. F. M. Noland, the roll of the different States was called, to ascertain the action of their respective delegations in the appointment of members of the nominating committee; whereupon, it appeared that the following appointments had been made:

From Tennessee, James A. Whiteside.

“ Kentucky, David Banks.

“ Arkansas, M. W. Izard.

“ Mississippi, Rev. Wm. McMahon.

“ Alabama, Dr. Thomas Fearn.

“ South Carolina, Col. James Gadsden.

“ Illinois, Walter B. Scates.

“ Indiana, Abner T. Ellis.

“ Iowa, A. C. Dodge.

“ North Carolina, Richard Sneed.

“ Missouri, James E. Yeatman.

“ Louisiana, James Dunlap.

The Convention then adjourned untill to-morrow morning at 9 o'clock.

THURSDAY MORNING, NOV. 13, 1845.

The Convention met pursuant to adjournment.

On motion of Milton Brown, of Tennessee,

*Resolved*, That the reporters of the several papers in attendance at this Convention, be invited to take seats, to be assigned them by the Chairman.

The committee appointed on yesterday to select officers for the Convention, through their Chairman Dr. Thomas Fearn, submitted the following report, which was adopted by acclamation:

*For President,*

HON. JOHN C. CALHOUN, of South Carolina.

*For Vice Presidents,*

DR. JAMES OVERTON, of Tennessee.

COL. JOHN HANNA, of Kentucky.

COL. WILLIAM STRONG, of Arkansas.

GEN. ROGER BARTON, of Mississippi.

CAPT. HENRY M. SHREVE, of Missouri.

HON. CLEMENT C. CLAY, of Alabama.

HON. O. J. MORGAN, of Louisiana.

MAJ. ALEXANDER BLACK, of South Carolina.

GEN. LEONARD WHITE, of Illinois.

DR. RICHARD SNEED, of North Carolina.

MR. JOSEPH S. HAWKINS, of Ohio.

HON. WILLIAM BURCH, of Indiana.

GEN. A. C. DODGE, of Iowa.

B. B. MINOR, Esq. of Virginia.

*For Secretaries,*

COL. C. F. M. NOLAND, of Arkansas.

COL. J. G. HARRIS, of Tennessee.

COL. A. B. CHAMBERS, of Missouri.

A. V. S. LINDSLEY, Esq. of Tennessee.

J. D. B. DE BOW, Esq. of South Carolina.

F. A. LUMSDEN, Esq. of Louisiana.

T. B. DRINKER, Esq. of Ohio.

*For Marshals.*

GEN. J. F. FARRINGTON,

LEWIS C. TREZEVANT, Esq.

MAJ. WALTER B. MORRIS,

} of Tennessee.

Col. C. F. M. Noland of Arkansas, submitted the following resolution, which was unanimously adopted:

*Resolved*, That the thanks of this Convention be, and the same are hereby tendered, to the Hon. Ebenezer J. Shields, for the able and impartial manner in which he has presided over its deliberations.

On motion of Le Roy Pope, Jr. Esq. a committee of three was appointed to wait on the Hon. John C. Calhoun, and inform him that this Convention has unanimously selected him to preside over it.

The Chair named Le Roy Pope, Jr., Dr. Thomas Fearn and Col. James Gadsden, as the committee, who retired to discharge their



duty; and in a brief period, returned into the Convention, and introduced the Hon. John C. Calhoun, who was received with marked applause, and addressed the Convention as follows:

MR. CALHOUN'S ADDRESS.

I thank you, gentlemen, for the distinguished honor you have conferred on me in calling me to preside over your meeting.

The object of your deliberations, as announced in the circular of your committee, calling the Convention, is the development of the resources of the western and south-western States. It will be for you to determine, after a full deliberation, what their resources are, how they can be best developed, and how far the aid of the General Government may be invoked for that purpose; but I trust it will not be deemed out of place for me to state my views on those points.

The region occupied by the western and southern States, is of vast extent. It may be divided into three parts. The first and greatest is the magnificent valley in the midst of which we stand, and which is drained by the mighty stream whose current rolls under the bluff on which your city is located. It extends north and south nearly through the entire breadth of the temperate zone, and east and west from the Rocky to the Alleghany mountains, and occupies in its northern extension a position midway between the Pacific and Atlantic oceans.

The next is that portion which stretches east from the mouth of the Mississippi river along the Gulf of Mexico and the Atlantic Ocean as far as cotton, rice and tobacco are cultivated. The other stretches from the Mississippi westward along the Gulf of Mexico to the Mexican line. I say the Mexican line, for although Texas is not yet annexed, the day is near at hand when she will shine as one of the brightest stars in our political constellation.

The vast region comprehending these three divisions may be justly called the great agricultural portion of our Union. Its climate is so various; its extent so vast; its soil so fertile that it is capable of yielding all the products of that zone in the greatest perfection and abundance.

Already much has been done to develop its great resources. Already all the leading articles of food and raiment are produced in sufficient abundance not only for its own wants and for those of other portions of the United States, but to require the demand of the markets of the world to consume. In addition it produces the articles of tobacco, lead, tar, turpentine and lumber far beyond the home consumption, and in a short time the fertile valleys and extensive prairies of the northern portions of this great valley will add to the list of exports the important articles of hemp and wool, and the southern plains when Texas is annexed will add that of sugar.

I approach now, gentlemen, the important question, how shall we who inhabit this vast region develop its great resources. For this purpose there is one thing needful, and only one, and that is, that

we shall get a fair remunerating price for all that we may produce. If we can obtain such a price, this vast region, under the active industry of its intelligent and enterprising inhabitants, will become the garden of the world. How is this to be effected? There is but one mode by which it can be, and that is to enlarge our market in proportion to the increase of our production. This again can be obtained only in one way, and that is by free and ready transit for persons and merchandize between the various portions of this vast region, and between it and other portions of the Union and the rest of the world.

The question then is, how shall we accomplish such a transit? For this purpose nature has been eminently propitious to us.

I begin with this vast valley drained by the Mississippi and its great tributaries. Nothing more is necessary to secure a cheap, speedy, certain and safe transit between all its parts but the improvement of its navigation and that of its various great tributaries. That done a free and safe communication may be had between every portion. To secure a like communication between it and the southern Atlantic cities the first and great point is to adopt such measures as shall keep open at all times, in peace and war, a communication through the coasting trade between the Gulf of Mexico and the Atlantic ocean.

This is the great thoroughfare which if interrupted would as certainly produce revulsion in the commercial system as the stoppage of one of the great arteries of the body would in the human. To guard against such effects in the event of war, it is indispensable to establish at Pensacola, or some other place in the Gulf, a naval station of the first class, with all the means of building and repairing vessels of war, with a portion of our navy permanently attached. But that of itself will not be sufficient; it is indispensable to fortify impreguably the Tortugas, which lie midway between Florida point and Cuba, and command the passes between the Gulf of Mexico and Atlantic coast. And to this must be added a naval force of steamers or other vessels which will habitually command our own coast against any foe. It will also be necessary that the bar at the Balize should be kept at all times open as far as it can be effected, cost what it may.

But other measures will be indispensably necessary to facilitate the intercourse between this great valley and the southern Atlantic coast. With all the advantages possessed by the coasting trade between the Gulf and Atlantic, be it ever so well secured against interruption, there is one great objection to which it is liable. The peninsula of Florida projects far to the south, which makes the voyage from New Orleans and the other ports of the Gulf, to the southern Atlantic cities not only very long and tedious, but liable to frequent and great accidents in its navigation. A voyage from this place, for instance, to Charleston, would be a distance of certainly not less than two thousand five hundred miles, and is subject to as great losses as any voyage of equal extent in any part of the world. It was estimated

For years since that the actual losses between Cuba, Bahama Islands and Florida were not less than half a million of dollars a year, and may now with the great increase of our commerce be put down as not less than a million; while between this and Charleston or Savannah there may be a connection of Rail Road to not much exceed six hundred miles, and which would be free from accidents and losses. What, then, is needed to complete a safe, speedy and cheap intercourse between the valley of the Mississippi and the southern Atlantic coast is a good system of Rail Roads. For this purpose the nature of the intervening country affords extraordinary advantages. Such is its formation from the courses of the Tennessee, Cumberland and Alabama rivers, and the termination of the various chains of the Alleghany mountains, that all the Rail Roads which have been projected or commenced, although each has looked only to its local interest, must necessarily unite at a point in De Kalb county, in the State of Georgia, called Attalanta, not far from the village of Decatur, so as to constitute one entire system of roads having a mutual interest, each in the other, instead of isolated rival roads. At that point the Charleston and Savannah roads each aiming at a connection with this great valley, meet, and from that point the State of Georgia is engaged in constructing a Rail Road to terminate at Chattanooga, on the Tennessee river above the Suck, which passes south of the western termination of that chain of the Alleghany which throws the water on the one side into the Mississippi and on the other into the Atlantic. With this trunk the road from this place to La Grange will unite with the Decatur Rail Road around the Muscle Shoals at Tuscumbia; and the extension of that road to the Georgia trunk near Rome. With the same trunk the road projected from Nashville will unite at Chattanooga, and the Knoxville and Hiwassee road already graded will fall in with it at a point not far from Rome. So if we turn south from this place to the Rail road from Vicksburg to Jackson and the projected roads from Grand Gulf and Natchez, it will be seen by reference to the map, that they must all unite in their eastern extension at some point on the ridge between the Mississippi and Tombigbee, and thence in their extension towards the southern Atlantic ports, must necessarily unite with the Rail Road now partially completed between Montgomery, on the Alabama, and West Point, on the Apalatchicola, and unite at the same place with the Savannah and Charleston road and the Georgia trunk. So again the short Rail Road from New Orleans to Lake Ponchartrain to Mobile and thence by the Alabama to Montgomery. To the same point the projected Rail Road from Pensacola leads through the Montgomery Rail Road. If we cast our eyes farther to the north-east we shall find that the projected Rail Road from Richmond to Kenawha on the Ohio in its south-western branch must necessarily pass near Abingdon down the valley of the Holstein to Knoxville and thence to the same point. The whole thus constituting from the remarkable



formation of the country one entire system of roads uniting at a great central point through which the whole have a common interest—each in the completion of the other—each increasing its particular prosperity from the prosperity of the whole. All of which will no doubt more fully appear from the report of the committee on Rail Roads.

I have limited my remarks in reference to Rail Roads to the region east of the Mississippi, as I do not feel myself sufficiently acquainted with the subject to offer any views in reference to their extension through the region lying west of it, but I am confident from a general knowledge of the country, that in their extension west, the interest of all the roads will be found to be in a like manner harmonious. When the various roads alluded to have been completed, the coasting voyage between the Gulf and Atlantic coast secured against the interruptions of war, and the navigation of the Mississippi and its great tributaries sufficiently improved, there will be between all parts of the southern and western States a facility of intercourse which for expedition, safety and cheapness will be without equal in any country on the globe of the same extent. It will furnish a great internal market within itself through the exchange of the great staple commodities of the southern portion with the breadstuffs and other provisions and products of its northern parts.

But, gentlemen, it is not sufficient that the market of this vast region shall be open by safe and ready transit within itself; our productions are far beyond our own wants, and the object of the present meeting is their farther development. We must look to other portions of the Union and establish between us and them the same facility of transit as between the different parts of ours. For that purpose much indeed will have been done by accomplishing what has already been proposed, by securing the coasting trade in the manner already stated between the Gulf and the Atlantic, and the improvement of the navigation of the Mississippi and its great tributaries, and the completion of the Rail Road between the Mississippi and the Atlantic, there will be opened at all times, in peace and war, in summer and winter, the fine, cheap and ready communication between the northern and eastern States and the southern and western. But something more must still be done: Our great valley must be intimately and closely connected with the valley and lakes of the St. Lawrence by a canal which will permit the vessels which navigate one to pass, if practicable, into the other.—That, with the various communications already established or now in progress, by Rail Roads and canals between the two valleys, will unite in the closest commercial ties every part of our great and glorious Union.

But how is all this to be effected? This, gentlemen, brings us to a more delicate question, and that is how far we may invoke the aid of the General Government for that purpose. I cannot be wrong in supposing that there must be a great diversity of opinion in this assembly in reference to the extent which it may be constitutionally



invoked. It is well known that my opinion is in favor of a rigid construction of the constitution, while there are others in favor of a more enlarged. But I trust that we shall be all agreed on one point and that is to abstain from pressing our views on all subjects where there is a diversity of opinion. It is only by such forbearance that we can avoid conflict and preserve harmony; and I for one am prepared to set an example of such forbearance. Let us then all agree to touch no subject on which any portion of the body entertains constitutional scruples. With these impressions I read with particular approbation the circular of your committee, calling the Convention, which stated that no subject upon which a diversity of opinion existed on constitutional grounds should be discussed. It evinced a regard for that sacred instrument which augurs well for the success of our labors. Indeed, the first step towards the accomplishment of the objects for which we are convened—the development of the resources of the south and west—is the preservation of our liberty and our free popular institutions; and the first step towards that is the preservation of our constitution. To them we owe our extraordinary prosperity and progress in developing the great resources of our country, and on them we must depend for their full and perfect development which would realise the anticipations of the founders of our government, and raise our country to a greatness surpassing all that have gone before us.

With these remarks I begin with asking how far the aid of the General Government can be invoked to the improvement of the navigation of the Mississippi and its great navigable tributaries; and here let me premise, that the invention of Fulton has in reality for all practical purposes converted the Mississippi with its great tributaries into an inland sea. Regarding it as such, I am prepared to place it on the same footing with the Gulf and Atlantic coast, the Chesapeake and Delaware Bays, and the Lakes, in reference to the superintendence of the General Government over its navigation. It is manifest that it is far beyond the power of individuals or of separate States to supervise it, as there are eighteen States including Texas and the territories—more than half the whole Union—which lie within the valley of the Mississippi or border on its navigable tributaries.

But, gentlemen, while I am in favor of placing its navigation and that of its great tributaries under the supervision of the General Government, I am utterly opposed to extend its supervision beyond the limits to the grounds on which I have placed it, would carry it. It is the genius of our government to leave to individuals what can be done by individuals, and to individuals and States, what can be done by them, and to restrict the power of the General Government to that which can only be effected through its agency and the powers specifically granted. Indeed, setting all constitutional objections aside, it would be improper as a mere matter of expediency to invoke the aid of the General Government in the execution of any

one object which could be effected by the agency of individuals or States. In a country of such vast extent as ours, local expenditures are liable to great abuses. They are sure to lead to a system, to use an undignified phrase, of "log rolling" and to terminate in useless and wasteful expenditures of public money.

As to the measures necessary to keep open at all times a coasting voyage between the Gulf and Atlantic, there is no one who will question the constitutional competency of Congress to adopt them, and I accordingly pass them over without farther remark.

I come now to the question, how far the aid of the General Government may be invoked to execute the system of proposed Rail Roads between the Mississippi and its tributaries and the southern Atlantic ports. And here I must premise, according to my opinion, the General Government has no right to appropriate money except to carry into execution its delegated powers, and that I do not regard the system of Rail Roads or internal improvements as comprehended under them; but it may still be in its power to do something directly in aid of its execution where the roads pass through lands belonging to the United States. I do not doubt the right of the government, regarded in the light of a proprietor, to grant lands in aid of such improvements when they are calculated to enhance their value, and have accordingly never hesitated, as a member of Congress to vote in favor of acts granting alternate sections to Rail Roads or canals under such circumstances. Acting on that principle I cheerfully as President of the Senate gave the casting vote in favor of an act granting alternate sections to the canal intended to connect Lake Michigan with the Mississippi through the Illinois river.

But although it may not be in the power of the General Government to give any considerable direct aid in execution of the system, yet it may give indirectly very essential aid. It is well known that the principal expense in constructing Rail Roads is caused by the price of iron; but perhaps it is not as well known that a large portion of the price consists in the duty laid on the importation of iron—the duty alone on heavy T iron I am informed on good authority is more than two thousand dollars a mile. A repeal then of the duty on it would in effect be equal to a subscription of that sum per mile.

I do not intend to touch upon the vexed question of the tariff. I know that there is a diversity of opinion in respect to the protective policy. This is not the place to agitate it; but I would submit that under present circumstances that question cannot be fairly raised in reference to the repeal of the duty upon rail road iron. I speak on good authority when I say that such iron may be made in the United States at \$60 a ton, and also that it cannot be imported into this country for less than that sum not including the duty, in consequence of the great increase of the price of rail road iron in England within the last few months from the great demand for the article for making roads there. Under such circumstances the only effects of the

repeal of the duty would be to prevent our own manufacturers from greatly raising the price in consequence of their monopoly of the whole market.

I approach a subject still more delicate in connection with the protective policy. I have shown that we already produce of the leading articles of food and raiment and others of considerable importance, more than can be consumed within our own limits including other portions of the Union, and that we must depend upon the rest of the world for a market for the surplus. I have also shown that to these in a short time will probably be added the important articles of sugar, hemp and wool, and that to obtain fair remunerating prices it is indispensable that the market must increase with the increasing development of our resources, on the great principle that price is regulated by the relation between supply and demand; without an increase of the market, equal to the increase of supplies, prices will fall till they cease to be remunerating, which will effectually put a stop to a farther development of our resources. But it is clear that on a free exchange of our products with the rest of the world depends our capacity for commanding its market, and that every barrier interposed in the shape of taxes or duties must necessarily limit its markets for our products to the same extent.

These positions being admitted, it is to be hoped that all will concur, whatever may be the diversity of opinion with respect to the tariff, that no duty shall be imposed which is not necessary, according to the respective views of each of the policy which the government ought to adopt. I am of the impression that the existing tariff throws many impediments in the way of our exchanges with the rest of the world which even upon the principle of protection may fairly be dispensed with.

There remains one other topic of deep interest to all the lower section of this magnificent valley. I refer to the reclamation of your lands subject to annual inundation by a system of leveeing. They comprehend a large and most valuable portion of the whole region and are capable of sustaining a population greater than any portion of the globe of the same extent. A large portion is held by the federal Government, and I do not doubt that it ought to contribute to leveeing them in proportion to its interest, or terminate its proprietorship as soon as it can be done in favor of the States within whose limits they lie, so as to leave it to the respective States and individual owners to construct the levees. There will be great difficulty in the former in fixing the proportion which the federal government and individuals ought to contribute, and I am of impression it would be the most advisable every way for the federal government to take measures to terminate its proprietorship at an early period. Indeed upon principles of general policy, I am of opinion that it ought to cease its proprietorship in land as early as it can be practically effected in all the new States except what may be necessary for forts, arsenals, magazines, navy yards, and other buildings. Un-



der this impression I introduced a bill some years since for the purpose of effecting this object, which, among other things, provided that the price of public lands which had been offered for sale without being entered within a fixed period should be gradually reduced from one dollar and a quarter to one dollar, and then to seventy-five, and then to fifty and lastly to twenty-five cents, and all that was not sold within a short period at twenty-five cents, to be surrendered to the States in which they were situated.

I have now given you my views briefly as to the resources of the south and west—how they could be best developed, and how far the aid of the General Government might be invoked to assist in their development, and now let me add in conclusion, you occupy a region possessing advantages above all others on the globe of the same extent, not only for its fertility its diversity of climate and production, but in its geographical position, lying mid-way between the Pacific and Atlantic oceans; in less than one generation you will be engaged in deliberations to extend your communication with the Pacific as you now are with the Atlantic; and will ultimately be almost as intimately connected with the one as the other. In the end we will command the commerce of both. And this great valley become the centre of the commerce of the world as will be that of our great Union if we shall preserve our liberty and free popular institutions. We are about to give the first great impulse, and you will gentlemen, I trust, set an example of moderation, harmony and unanimity which will be followed hereafter. May the results of your deliberations be such as to accomplish not only the objects for which you have convened but to strengthen the bonds of our Union, and to render us the greatest and most prosperous community the world ever beheld.

On motion of Ebenezer J. Shields, of Tennessee, it was

*Resolved*, That Jefferson's Manual (so far as the parliamentary rules therein contained are applicable,) be, and the same is hereby adopted, for the government of this Convention.

On motion of Levin H. Coe, Esq. of Tennessee, it was.

*Resolved*. That each State and Territory, Texas included, represented on this floor, have an equal vote in its (the Convention's) deliberations.

On motion of Andrew Ewing, of Tennessee, it was

*Resolved*, That the reports of the committees appointed in July last, be now received.

Whereupon, the committee on the agriculture of the South and West, through their chairman, J. Pope, of Tennessee, presented their report, which was read, laid on the table and ordered to be printed.\*

Dr. Lewis Shanks, President of the July Convention, presented a paper concerning the original purposes of the Convention, which was read and laid upon the table.

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\*For Reports see Appendix.

On motion of Col. James Gadsden, of South Carolina, the Secretary of the Convention was instructed to call the names of the different delegates, appointed by the July Convention, as members of the committees to whom the various subjects entertained by the said Convention were referred, and ascertain who were present.

On calling the list, it appeared the following gentlemen were present:

*Committee on the Military and Naval Resources and Necessities of the South and West.*—Roger Barton, of Miss.; Hon. C. C. Clay, of Ala.; Willo. Williams, of Tennessee, and General E. P. Gaines, of La.

*Committee on the Improvement of the Ohio River.*—None present.

*Committee on the Improvement of the Western Waters.*—A. B. Chambers, W. M. Shreve, Shadrack Penn, Jr., of Mo.; A. Bingham of Miss.; E. Hickman, Esq., and W. W. Hart, of Tenn.

*Committee on the connection of the Western Rivers with the Lakes, by Ship Canal.*—W. Walters.

*Committee on the Western Armory.*—Henry Eddy, A. B. Bradford, of Miss., and E. M. Yerger of Tenn.

*Committee on the Military Road through Arkansas, from the Mississippi River to the Western Frontier.*—D. H. Bingham, William Strong and William D. Ferguson, of Arks.; Wardlow Howard, E. Banks and James Wright, of Tenn.

*Committee on the Forts and Defences of the Western Indian Frontier.*—A. G. Mayers, of Arkansas.

*Committee on Western Mails.*—M. B. Winehester, of Tenn.; N. D. Coleman and W. Wren, of Miss.; and A. G. Penn, of New Orleans.

*Committee on Western Marine Hospitals.*—Dr. W. Christian, of Tenn., and Dr. Hardage Lane, of Mo.

*Committee on the Leveeing and Reclaiming the Public Low Lands on the large Western Rivers.*—David Craighead, of Tenn.; P. G. Reeves, T. Farrelly, T. M. Collins and William D. Ferguson, of Ark.; Gov. Ford, of Illinois; and John Hardin, of Tenn.

*Committee on the Rail-road Connection between Charleston, South Carolina, and the Mississippi River.*—Robertson Topp, W. B. Morris, N. Anderson, J. J. Potts and Dr. Eli S. Davie, of Tenn.; Col. James Gadsden, of S. C.; Dr. Thomas Fearn, of Ala.; J. W. Lumpkin, of Miss.; Le Roy Pope, Jr., and D. Morrison, of Tenn.

*Committee on Manufacturing in the South.*—W. Armor, D. Park, J. F. Farrington, Pitser Miller, and Alexander Allison of Tenn.

On motion of Hon. C. C. Clay, of Ala., it was

*Resolved*, That each and every State and Territory, not represented in the different committees, have leave to add, through their chairman, one member to the same.

The following additional delegates appeared during the day and took their seats in the Convention, to wit:

FROM THE STATE OF SOUTH CAROLINA.—Hon. John C. Calhoun, Patrick Calhoun and J. B. De Bow.

FROM THE STATE OF LOUISIANA.—From the City of New Orleans.—General E. P. Gaines,

E. W. Sewell, G. Cuizat, J. D. Fuller, Alexander Bagget, F. A. Lumsden, Clark Woodruff and E. Prescott.—*From the State at large*.—C. D. Forshey, R. Patterson, Julius Culberson, Oliver J. Morgan, W. H. Southall, and Dr. James B. Sullivan

FROM THE STATE OF ILLINOIS.—Gov. Thomas Ford, C. H. Constable, and Wm. Walters.  
FROM THE STATE OF VIRGINIA.—*From Richmond*.—B. B. Minor, Esq.—*From Rockbridge county*.—A. T. Barclay, William Shields and John Barclay.

FROM THE STATE OF INDIANA.—John J. Chandler.

FROM THE STATE OF ALABAMA.—A. P. Calhoun, of Marengo; F. P. Scpherd and Lewis Troost, of Mobile; Lewis Wyeth, of Marshall; Samuel J. Ragland, of Monroe; S. Foot, Burl Harrington and R. H. Lee, of Franklin.

FROM THE STATE OF OHIO.—J. S. Hawkins, James Bradford, Charles Cist, Thomas B. Drinker, N. Scoonmaker, W. Kinney and E. Hamilton.

FROM THE STATE OF ARKANSAS.—George W. Underhill, W. D. Dabney, George S. Fogleman, Benjamin F. Odle, Thomas M. Collins, Peter G. Reeves and Henry W. Anderson.

FROM THE STATE OF KENTUCKY.—L. M. Flournoy.

FROM THE TERRITORY OF IOWA.—Wm. B. Ewing, Jas. G. Edwards and Hugh T. Reed.

FROM THE STATE OF MISSISSIPPI.—John Mayrant, C. R. Clifton, A. A. McWillie, W. R. Campbell, Edward B. Church, J. P. Cunningham, A. G. Carter, W. S. Bodley, N. D. Coleman, A. H. Arthur, Dr. William M. Gwinn, O. O. Woodman, Miles C. Folkes, W. H. Hurst, Thompson P. Ware, Adam L. Bingaman, Simon Murchison, John R. Stockman, T. A. S. Donigher, Woodman Wren, Alvarez Fisk, Edward Turner, T. Fulkerson, Thos. B. Hill, Henry Laird, Hugh McGehee, James M. Greer, M. Woodall, George W. Smith, S. Lewallen, Thomas Mall, S. Wooten, Col. J. S. Calhoun, Dr. D. Sutton, H. D. Bridgers, Jas. S. Bailey, Madison McAfee, R. H. Stokes, J. H. Carson, E. Featherston, R. N. Christian, George H. Mitchell, and William M. Brown.

FROM THE STATE OF TENNESSEE.—John Pattison, J. Delafield, Levi Prescott, S. D. Prescott, W. B. Morris, R. P. Neely and William Ramsey.

FRIDAY, Nov. 14th, 1845.

The Convention met according to adjournment—the Hon. President in the chair.

Prayer, by the Rev. Mr. Coons, of Memphis.

Dr. Thomas Fearn, of Ala., from the committee on nominations announced, that said committee had authorized him to report the name of John B. Butler, of Pa., as one of the Vice Presidents of the Convention—carried unanimously.

C. J. Forshey, of La., submitted the following resolution, which was unanimously adopted, to wit:

*Resolved*, That the chair appoint a committee of Ways and Means, with instructions to report a mode of providing means for the publication and distribution of the reports, documents and proceedings of this Convention.

Whereupon the chair announced the committee as follows:

Henry G. Smith, W. T. Brown, of Tenn.; F. Lebauve, of Miss.

On motion of Le Roy Pope, Jr., David Deshler, of Ala., was added to the committee on the connection of the South Atlantic ports with the Mississippi River, by Rail-road.

Mr. Hedges, of Mo., presented a memorial of a committee appointed by a mass meeting of the citizens of St. Louis, accompanied by a statement of Hospital monies expended for the year prior to the 30th of September, 1845, at the port of St. Louis, which on his motion, was referred to the committee on Marine Hospitals.

Mr. Goode, of Mo., presented a report on the improvement of the channel of the Mississippi river, opposite to the city of St. Louis; which was received and referred to the committee on Western Waters.



On motion of B B Minor, of Virginia, it was

*Resolved*, That a committee of one from each State and territory be appointed by the chair, to take into consideration the Ware-housing System, and report thereon to this convention.

Whereupon, the President appointed said committee as follows:

B B Minor, of Virginia; William Henry Trescott, of South Carolina; Eustis Prescott, of Louisiana; John Preston, Jr., of Arkansas; Simon Murchison, of Mississippi; Col Patterson, of Kentucky; William B Ewing, of Iowa; James H Lucas, of Missouri; Thomas J Bigham, of Pennsylvania; J J Winston, of Alabama; Gov'r Ford, of Illinois; John B Chandler, of Indiana; Levin H Coc, of Tennessee; James A Briggs, of Ohio.

On motion of Mr Flournoy of Kentucky, George W Weissinger, of Kentucky, was added to the above committee.

On motion of Mr Walters, of Illinois, it was

*Resolved*, That a committee, consisting of one delegate from each of the States of Illinois, Indiana, Missouri, Arkansas and Texas, be appointed for the purpose of enquiring into the expediency of constructing a military road from Vandalia, Illinois, to the frontiers of Texas; or, of granting alternate sections in the States, through which the road may pass, to aid in its construction.

Judge Clifton, of Mississippi submitted the following resolutions, which, on motion of Mr Bingham, were laid on the table.

*Resolved*, as the sense of this convention—

1st. That the Mississippi River is entitled to be considered as an inland sea, and, in regard to appropriations for the safety and convenience of navigation, and for all the purposes of general police, to be placed on the same footing as the Atlantic coast; and, especially, that the obstructions to its navigation, throughout its whole course, ought speedily to be removed, by adequate appropriations out of the National Treasury.

2d. That the deepening of the mouth of the Mississippi, so as to pass ships of the largest class, (cost what it may.) is a work worthy of the nation, and would greatly promote the general prosperity.

3d. That the intercourse between the Gulf of Mexico and the Atlantic coast ought to be preserved unimpaired, and that ample Military and Naval defences should be established along the coast of the Gulf of Mexico, at the most eligible points, for that purpose.

4th. That the project of connecting the Mississippi River with the Lakes of the north by a ship canal, and thus with the Atlantic ocean, through the valley of the St. Lawrence, is a measure worthy of the enlightened consideration of Congress, and meets with the cordial approbation of the whole people of the Mississippi valley.

5th. That millions of acres of the public domain, lying on the Mississippi River and its tributaries, now worthless for purposes of cultivation, might be reclaimed, by throwing up embankments, so as to prevent overflow; and that this convention recommend to

Congress to grant one half of the overflowed lands in consideration of having the whole reclaimed and made valuable.

6th. That the extension of the South Carolina and Georgia Rail Road to Mill's Point, in Kentucky, to Nashville and Memphis, in Tennessee, and to Vicksburg, Natchez and Rodney, in Mississippi, is an object of first importance to the people of the Mississippi valley, and of our southern Atlantic border; and that the consideration of Congress is respectfully invoked to the propriety of rendering such aid as can be constitutionally given, in view of the improved facilities to be thereby afforded for transporting the public mails, and troops and munitions of war, by granting alternate sections of the public lands, or otherwise.

7th. That as one means of affording aid, encouragement to States and companies engaged in the construction of railroads, the duty on railroad iron should be repealed.

8th. That sound policy requires that government should construct one or more military roads, from the western bank of the Mississippi River to the highlands, so as to be able at all times to protect the western frontier and Texas from the vast hordes of Indians congregated at our western border, or any other hostile aggression whatsoever.

9th. That it is expedient that Congress establish an armory in the west, at some suitable and central point.

10th. That the President appoint a committee of — members of the convention, to memorialise Congress on the various topics embraced in the foregoing resolutions.

11th. That the President also appoint a committee of — members of this convention, to address our common constituents on the same subjects.

Dr. Hardage Lane, of Missouri, submitted the following resolution, which was adopted.

*Resolved*, That all reports and documents in possession of the delegates from the several States and territories be referred to appropriate committees of this convention, and that the chairman of the different delegations be directed to use their efforts to carry this resolution into effect.

On motion of Mr. Briggs, of Ohio, it was voted, that a committee of five be appointed by the President, on Lake Harbors and Lake Defences.

The President named the following committee:

James A Briggs, of Ohio; George W Weissinger, of Kentucky; George Darsie, of Pennsylvania; John Shillaber, of Illinois; Abner T Ellis, Indiana.

On motion of S Snowden Hayes, of Illinois, it was

*Resolved*, That this convention recommend an application to Congress for aid only in those works of improvement which are acknowledged, by both political parties, to be within the scope of the constitutional powers of that body, and of national importance.



On motion of H G Smith, of Tennessee, the name of James A Whiteside, of Tennessee, was added to the committee on the Railroad connection of the south-Atlantic ports with the Mississippi River.

E J Shields, of Tennessee, arose and said that the proceedings of the separate meeting of the Tennessee delegation, which gave rise to some difficulty on yesterday, have been reconsidered in a full meeting of the delegation this morning, and placed on such a footing as will enable the committee of the legislature to co-operate in the business of this convention.

On motion of Gen. Samuel Hayes, of Tenn., Major General Edmund P. Gaines, U. S. A. was elected a Vice President at large of the convention. Whereupon,

Mr. Abram Looney, of Tenn., moved that a committee of three be appointed to wait on Genl. Gaines and inform him of his election; which motion prevailed, and the chair made appointments as follows:

Gen. Samuel Hays and Abram Looney, Esq., of Tenn.; and Mr. Fourshey of Louisiana.

The committee retired, waited on Gen. Gaines, and reported that he would be present, and take his seat on to-morrow morning.

Mr. Bingham, from the committee on the Military Road from Memphis, through Arkansas, to the frontier, presented a report, accompanied by resolutions, which,

On motion of C. C. Clay, of Ala., were referred to the committee on Military and Naval resources of the West.

On motion of W. T. Haskell, of Tenn., Granville D. Searcy, of Tenn., was added to the committee on Western Mails.

On motion of Mr. Fisher, of Ohio, it was

*Resolved*, That a committee of five be appointed by the chair to report a memorial to the Federal Government, in favor of adopting a more exact and complete system of collecting the statistics of the Union.

Accordingly, the committee was named by the President, as follows:

Elwood Fisher, of Ohio; Thomas Allen, of Mo.; Charles Cist, of Ohio; George W. Weissinger, of Kentucky; A. B. Chambers, of Missouri.

On motion of Mr. A. T. Ellis, it was

*Resolved*, That the subject of the continuation of the National Road, through Ohio, Indiana, Illinois and Missouri, be referred to the committee on Naval and Military Defences, &c.

On motion of Gen. Bradford, of Miss., Simeon Oliver, Mr. — Cushman and Mr. Thos. Mull, were added to the committee on levelling and reclaiming the public low lands, &c.

[The committee to consider into the expediency of constructing a Military road from Vandalia, Ill., to the frontier of Texas, are— Wm. Walters, of Illinois; John Minnikin, of Arkansas; Dr. A.

Evans, of Indiana; Thomas J. Allen, of Missouri; Mr. Hawkins, of Texas.]

Mr. Farrelley, of Arkansas, was added to the committee on Manufacturing.

On motion of Col. Gadsden, of S. C., it was

*Resolved*, That there be added to the committee on Railroads one member from Nashville, one from Vicksburg, one from Grand Gulf, one from Mills Point, Kentucky, and one from Eutaw, Ala.

The President now announced the following as the standing committees.

*Committee on the Military and Naval resources and necessities of the South and West.*--Roger Barton, Mississippi, Chairman; Hon. C. C. Clay and Lewis Troost, Alabama; Willo. Williams and E. H. Foster, Tennessee; General Edmund P. Gaines, Louisiana; John I. Chandler, Indiana; Pat. Calhoun, South Carolina; George Darsie, Pennsylvania; D. D. Mitchell, Missouri.

*Committee on the Improvement of the Ohio River.*--Thomas J. Bingham, Pennsylvania, Chairman; George W. Lane, Indiana; Thomas Allen, Missouri; Charles Cist, Ohio; Charles A. Russell, Virginia; George W. Weissinger, Kentucky; William Henderson, Louisiana; Jonathan Freeman, Illinois.

*Committee on the Improvement of Western Rivers.*--A. B. Chambers, Missouri, Chairman; H. M. Shreeve, S. Penn. Jr., and L. M. Kennett, Missouri; A. L. Bingham, Mississippi; Edwin Hickman, Tennessee; Abner T. Ellis, Indiana; George Graham, Ohio; A. T. Barclay, Virginia; J. B. Butler, Pennsylvania; C. G. Fourshey, Louisiana; L. M. Flournoy, Kentucky; P. G. Reeves, Arkansas; Ch. H. Constable, Illinois; James G. Edwards, Iowa; John A. Nooc, Alabama.

*Committee on the Forts and Defences of the Western Indian Frontier.*--A. G. Mayers, Arkansas, Chairman; D. D. Mitchell, Missouri; J. T. Hawkins, Texas; N. Schoonmaker, Ohio; E. W. Hutchins, Louisiana; H. F. Reed, Iowa; S. Snowden Hayes, Illinois.

*Committee on Western Mails.*--M. B. Winchester, Tennessee, Chairman; W. D. Coleman, W. Wren, Richard Bolton and Harvey H. Walter, Mississippi; Hon. C. Woodruff and C. Cuizat, Louisiana; W. J. Wise, Indiana; S. Penn. Jr., Missouri; Lyman Scott, Illinois; Elwood Fisher, Ohio; C. W. Russell, Virginia; F. E. Patrick and G. W. Underhill, Arkansas; William B. Ewing, Iowa; D. Givens, Kentucky; G. D. Searcy, Tennessee.

*Committee on Manufactures in the South.*--William Armour, Tennessee, Chairman; J. F. Farrington, Pitser Miller, Alexander Allison and E. H. Porter, Tennessee; John McGuire, Missouri; B. B. Minor, Virginia; I. G. Fuller, Louisiana; Dr. Venable, Kentucky; Isaac N. Davis, Mississippi; John Bryce, South Carolina; John Dougherty, Illinois.

*Committee on Western Marine Hospitals.*--Dr. Wyatt Christian, Tennessee, Chairman; Dr. L. Shanks, Tennessee; Hardage Lane, J. A. Hodges and Dr. William M. McPheeters, Missouri; A. Evans, Indiana; Dr. Samuel C. Snyder, Kentucky; George H. Smith, Texas; James Givens, Ohio; Dr. T. M. Barclay, Virginia; Dr. N. M. McCready, Illinois; J. Young, Mississippi; Dr. Benjamin Odle, Arkansas; Hon. C. Woodruff, Louisiana.

*Committee on Lercing and Reclaiming the public low Lands on the borders of the large Western Rivers.*--David Craighead, Tennessee, Chairman; P. G. Reeves, F. Farrelley, T. M. Collins and W. D. Furgerson, Arkansas; Thomas Ford and William McBain, Illinois; John Harding, Tennessee; Thomas Bishop, Indiana; Firman A. Rozier, J. H. Walker, W. O. Bannion and H. P. Maultbie, Missouri; Isaac Givens, Ohio; R. A. Hatcher, Kentucky; W. R. Campbell, James H. Lucas, Simeon Oliver, G. W. Netherton, J. H. Nuse, J. T. Cushman and Thomas Mull, Mississippi; Julius Culbertson, Judge J. Dunlap, Alexander Baggett and Dr. Sullivan, Louisiana.

*Committee on the connection of the Lakes with Western Rivers by Ship Canal.*--W. Walters, Illinois, Chairman; A. T. Ellis, Indiana; Gregory Byrne, Missouri; S. S. Kellogg, Ohio; Walter B. Seates, Illinois; D. Patterson, and E. A. Seawell, Louisiana; H. W. Anderson, Arkansas.

*Committee on railroad connection of South Atlantic Ports with the Mississippi River.*--Col. James Gadsden, of South Carolina, Chairman; Robertson Topp, W. B.

Morris, N. Anderson, J. J. Potts, Dr. Eli S. Davis, Leroy Pope, Jr., D. Morrison, James A. Whiteside, and John Bell, of Tennessee; J. W. Lumpkin, W. S. Bodlie, A. L. Bingaman, S. Fulkerson, and Charles L. Thomas, of Mississippi; Dr. Thomas Fearn, R. T. Nott and D. Deshler, of Alabama; B. B. Minor, Virginia; David Banks and Col. John Hanna, Kentucky; William Burch, Indiana; George Collier, Missouri; Elwood Fisher, Ohio; C. C. Fourshey, Louisiana; Col. Leonard White, Illinois; D. H. Bingham, Arkansas.

*Committee on Western Armory.*—Henry Eddy, Illinois, Chairman; Thomas C. Davis, Illinois; James C. Jones and E. M. Yerger, Tennessee; A. B. Bradford, Mississippi; John J. Chandler, Indiana; Judge R. Wash, Missouri; E. Hamilton, Ohio; George Darsie, Pennsylvania; Gen. E. P. Gaines, Louisiana; C. W. Russell, Virginia; William K. Sebastian, Arkansas; Col. H. T. Reed, Iowa; P. Barrett, Kentucky.

*Committee on Military road through Arkansas, from the Mississippi to the Western Frontier.*—D. H. Bingham, Arkansas, Chairman; W. Strong, W. D. Ferguson, Arkansas; Wardlow Howard, E. Banks and James Wright, Tennessee; Dr. J. M. Barclay, Virginia; George W. Weissinger, Kentucky; Col. William Ross, Illinois.

*Special Committee on Lake Harbours and Lake Defences.*—James A. Briggs, Ohio, Chairman; George W. Weissinger, Kentucky; George Darsie, Pennsylvania; John Shillaber, Illinois; A. T. Ellis, Indiana.

*Special Committee on the Warehousing System.*—B. B. Minor, Virginia, Chairman; William Henry Trescott, South Carolina; E. W. Prescott, Louisiana; John Preston, Jr., Arkansas; Simeon Murchison, Mississippi; George W. Weissinger, Kentucky; William B. Ewing, Iowa; James H. Lucas, Missouri; Thomas J. Bingham, Pennsylvania; Col. J. J. Winston, Alabama; Gov. Thomas Ford, Illinois; J. J. Chandler, Indiana; Levin H. Coe, Tennessee.

The following delegates reported themselves this day, and were admitted to seats in the convention:

IOWA.—Hugh T. Reed.

MISSOURI.—Dr. Jefferson Germain, Thos. McLane.

KENTUCKY.—Capt. Barrett, W. Riddle, Danl. McCallister, R. Triplett, L. Sanders, J. Beckwith, James Guthrie, L. L. Shreve, Thomas Smith, James Speed, John Doup, Isaac Miller, Bland Ballard.

MISSISSIPPI.—Wm. Smith, Wm. Hunt, D. L. Childress, David Jones, David F. Bales, Wm. S. McMurtry.

OHIO.—Elwood Fisher, T. W. Whitby, Isaac Given, James Given, George Graham, Sheldon T. Kellogg, E. Hamilton, W. Kenney, Jas. A. Briggs.

ALABAMA.—Dr. David J. Means, Rich'd T. Nott, Wm. T. Pierce, Anthony Winston, H. Ballentine.

ARKANSAS.—Genl. John Preston, Jr., Hon. Wm. K. Sebastian, Thomas P. Craighead.

INDIANA.—Dr. A. Evans, G. W. Lane.

PENNSYLVANIA.—John B. Butler, Geo. Darsie, Thos. J. Bigham.

VIRGINIA.—Charles W. Russell.

ILLINOIS.—Lyman Scott, Wm. Ross.

On motion of Hon. C. C. Clay, of Ala., the convention adjourned to 9 o'clock to-morrow morning.

SATURDAY, November 15.

Convention met pursuant to adjournment. Hon. John C. Calhoun in the chair.

Prayer by the Rev'd William Hyer.

Mr. Culbertson, of Louisiana, offered the following resolution which was adopted.

*Resolved*, That the members of this Convention contribute each One Dollar for the purpose of defraying the expenses of printing the proceedings, documents, &c., of this Convention, and that the chairman of each delegation be requested to collect the same and hand it over to the Secretary, with the name and address of each delegate.



that the documents, when printed may be forwarded to their address.

On motion of Thomas Allen, of St. Louis, it was

*Resolved*, That, notwithstanding appearances indicate a disposition in the general government neglectful of the west, inducing the necessity of Conventions of the people, to make better known their condition and wants, yet this Convention, far from desiring to engender sectional prejudices, or to encourage attempts to alienate any portion of our country from the rest, regard the north and the south, the east and the west, as one people in sympathy and interest; and in government one country; and hold their countrymen of every State to the duties and responsibilities of closely connected and indissoluble union.

On motion of H. W. Walter of Mississippi,

*Resolved*, Than no delegate be permitted to speak upon any subject for a longer time than five minutes, without the unanimous consent of the Convention.

Mr. Eddy, of Illinois, offered the following resolution which was adopted:

*Resolved*, That a committee of five of the Tennessee delegates be appointed to superintend the printing of the proceedings of this Convention; and should the monies collected be more than necessary to pay the expenses of printing, the excess to be paid over for the use of the Church in which this Convention is assembled.

Frederick W. Trapenell, of Arkansas, appeared and took his seat in the Convention.

Mr. Russell, of Virginia, presented a memorial from the Board of Trade of Wheeling, which was referred to the committee on Western Mails.

Mr. Lindsley, of Tennessee, presented the following, which was adopted:

*Resolved*, That a committee of five be appointed, whose duty it shall be to superintend the publishing of the minutes, reports, and accompanying documents of this convention, and the money raised to defray the expenses of publication be handed over to said committee.

And, thereupon, the Chair named as said committee, L. C. Trezevant, W. A. Blythe, C. Irving, C. F. M. Noland, and J. G. Harris.

On motion of A. B. Chambers, of Missouri, it was

*Resolved*, That the principal secretary be authorised to employ some suitable person to copy into the record book, the reports and proceedings of the several committees; and that when so copied, the copyist shall cause the same to be deposited in the State Library at Nashville, Tennessee.

The roll of the different committees being called, Roger Barton, of Mississippi, chairman of the committee on the Military and Naval resources of the South, rose and said the committee were not yet-

prepared to report, but that Gen E P Gaines, a member of that committee, would present a series of resolutions which he wished to be received in lieu of said report.

Thereupon Gen Gaines presented the same, accompanied with appropriate remarks, which were received with much applause by the Convention. Read and laid on the table. And on further motion of Mr Barton, leave was given to said committee to report after the adjournment of the Convention.

Thomas Bigham, from the Committee on the Improvement of the Ohio River, presented a report with accompanying resolutions. Received and laid on the table.

Mr Triplett, of Kentucky, from the same committee, presented a separate report. Laid on the table.

A B Chambers, of Missouri, from the Committee on the Improvement of the Western Rivers, presented a report with accompanying resolutions; laid on the table.

Mr Chambers also presented a report from the citizens of St Louis, which had been referred to his committee. Laid on the table together with the resolutions which accompanied it.

A G Mayers, of Arkansas, from the Committee on Forts and Defences of the Western Indian Frontier, presented the majority report of said committee.

D D Mitchell, of Missouri, presented the minority report of the same committee. Both received and laid on the table.

M B Winchester, of Tennessee, from the Committee on Western mails, presented the majority report of said committee, with resolutions, which were laid on the table.

Mr Wren, of Mississippi, presented the minority report of said committee. Laid on the table.

Mr Armour, of Tennessee, presented a report from the committee on Manufactures in the South. Read and laid on the table.

Dr. H. Lane, of Missouri, from the committee on Western Marine Hospitals, presented a report from said committee, with resolutions—read, and laid on the table.

D. Craighead, of Tennessee, from the committee on leveeing and reclaiming the public low lands on the borders of the large western rivers, presented the report of said committee. Received and laid on the table.

W. Walters, of Illinois, from the committee on the connection of the lakes with the western rivers by ship canal, presented a report and resolutions. Received and laid on the table.

James Gadsden, of South Carolina, from the committee on a Railroad connection of the South Atlantic ports with the Mississippi River, presented a report with resolutions. Received and laid on the table.

Henry Eddy, of Illinois, from the committee on the Western Armory, presented a report with resolutions. Laid on the table.

D. H. Bingham, of Arkansas, from a committee on a Military road

through Arkansas, from the Mississippi river to the Western frontier, presented a report with resolutions. Laid on the table.

James A. Briggs, of Ohio, from the committee on Lake Harbours and Lake Defences, presented a report with resolutions. Laid on the table.

B. B. Minor, of Virginia, from the committee on the Warehousing System, presented the majority report of said committee, with resolutions.

William H. Trescott, of South Carolina, presented the minority report of the same committee. Both received and laid on the table.

On motion of Governor Jones, of Tennessee,

*Resolved*, That a committee be appointed, consisting of one delegate from each State and one from each Territory represented in the Convention, to whom the above reports and resolutions, together with the resolutions offered by Judge Clifton of Mississippi, shall be referred; with instructions to examine the same, and report the subjects proper for the final action of this Convention.

The President appointed the committee as follows:—Governor James C. Jones, of Tennessee; James Guthrie, Kentucky; A. T. Ellis, Indiana; Hugh S. Reed, Iowa; Thomas B. Craighead, Arkansas; Clark Woodruff, Louisiana; James H. Lucas, Missouri; Elwood Fisher, Ohio; C. C. Clay, Alabama; Caswell R. Clifton, Mississippi; Thomas J. Bigham, Pennsylvania; B. B. Minor, Virginia; Richard Sneed, North Carolina; Judge W. B. Scates, Illinois.

On motion the committee had leave to retire for the consideration of the subjects referred to them by the resolution.

Mr Shepherd, of Alabama, presented a communication with reference to the harbor of Mobile, which was referred to the committee on Military and Naval resources and necessities of the South and West.

Convention adjourned to 3 o'clock, P M.

*Afternoon Session.*—Convention met pursuant to adjournment.

The President informed the convention that he would be compelled to withdraw from the chair at the close of the afternoon session.

John A. Nooe, of Alabama, presented a resolution in relation to the propriety of asking an appropriation by the General Government for removing the obstructions in the Tennessee river, where it passes through North Alabama. Received, and, on his motion, referred to the General Select Committee.

On motion of Gen W T Haskell, of Tennessee,

*Resolved*, That for the purpose of bringing the labors of this convention to a close, it will receive and entertain nothing further in the form of resolutions or new propositions without the unanimous consent of the convention, except so far as the resolutions to be reported by the General Select Committee may be affected.

E J Shields, of Tennessee, on leave, presented a communication



from Samuel Martin, which was received and ordered to be printed as part of the proceedings.

On motion of A G Mayers, of Arkansas,

*Resolved, unanimously,* That the thanks of this convention be and they hereby are tendered to the Hon John C Calhoun, President of this convention, for the faithful and impartial manner in which he has discharged the important duties of the chair.

After the applause had subsided, elicited by the above resolution, Mr Calhoun rose and responded in a brief and appropriate manner, and withdrew from the chair.

On motion the convention took a recess until 7 o'clock, P M.

*Night Session.*—Convention assembled pursuant to adjournment, when,

The Hon C C Clay, of Alabama was called to the chair.

Gov Jones, of Tennessee, from the General Select Committee, to whom had been referred the reports, resolutions, &c., submitted the following report:

The Select Committee to whom were referred the several reports of the regular committees with the accompanying resolutions, as also the resolutions of Judge Clifton, of Mississippi, respectfully report the following resolutions to the convention for its adoption:

1st. *Resolved,* That the reports of the various committees presented to the convention be printed, together with such documents accompanying them as the Committee appointed to supervise the printing of the proceedings of the convention shall deem necessary.

2d. *Resolved,* That a safe communication between the Gulf of Mexico and the interior, afforded by the navigation of the Mississippi and Ohio rivers and their principal tributaries, is indispensable to the defence of the country in time of war, and essential also to its commerce.

3d. *Resolved,* That the improvement and preservation of the navigation of those great rivers, are objects as strictly national as any other preparation for the defence of the country, and that such improvements are deemed by this convention impracticable by the States, or individual enterprise, and call for appropriations of money for the same by the General Government.

4th. *Resolved,* That the deepening of the mouth of the Mississippi, so as to pass Ships of the largest class, cost what it may, is a work worthy of the nation, and would greatly promote the general prosperity.

5th. *Resolved,* That if the policy of reinforcing our Navy with war steamers be adopted, the western waters are proper sources of supply, as they abound in iron, the best material for their construction, and in lead and copper, important materials for munitions of war; provisions also being cheap, and the skill requisite for their construction and navigation being ample in this region, which already possesses the largest steam commercial marine in the world.

6th. *Resolved,* That the project of connecting the Mississippi ri-

ver with the Lakes of the North, by a ship canal, and thus with the Atlantic Ocean, is a measure worthy of the enlightened consideration of Congress.

7th. *Resolved*, That the intercourse between the Gulf of Mexico and the Atlantic coast ought to be preserved unimpaired, and that ample military and naval defence and additional light-houses and beacons should be established along the coast of the Gulf of Mexico, at the most eligible points.

8th. *Resolved*, That the Gulf and Lake coasts are greater in extent than the Atlantic seaboard,—that the interests to be defended in one quarter are quite as important and altogether as national as those in the other; and that the expenditures required for the proper defences of the Gulf and Lakes will fall far short of what has been freely voted for the coast defence of the Atlantic.

9th. *Resolved*, That Congress should establish a National Armory and Foundry at some point on the western waters, at as early a period as practicable.

10th. *Resolved*, That the Marine Hospitals on the western and southern waters, the construction of which has been commenced or authorized by Congress, ought to be prosecuted to completion with the least practicable delay.

11th. *Resolved*, That the Mail service of the west and south requires great improvement in speed and regularity, particularly on the western waters,—that measures ought to be taken for the prompt extension, by Government, of the magnetic telegraph into, or through, the Valley of the Mississippi.

12th. *Resolved*, That millions of acres of the public domain lying on the Mississippi river and its tributaries, now worthless for purposes of cultivation, might be reclaimed by throwing up embankments, so as to prevent overflow,—and that this convention recommend such measures as may be deemed expedient to accomplish that object, by grant of said lands or an appropriation of money.

13th. *Resolved*, That Railroad communications from the Valley of the Mississippi to the south Atlantic ports, in giving greater facilities to trade, greater despatch in travelling, and in developing new sources of wealth, are, in all their salutary influences on the commercial, social and political relations, strongly urged upon the consideration and patriotism of the people of the west,—and they are the more recommended as works within the power of private enterprise to construct, and as affording profitable investment of capital.

14th. *Resolved*, That in order that the earliest opportunity may be afforded for private individuals and enterprise to direct their capital and energies to the completion of the important roads projected, the convention recommend to the delegations present, to appoint committees, charged with the duty of prompt and early applications to their respective Legislatures for charters to construct such roads as may pass through their States, and to ask such aid and patronage



from said States as they, in their discretion, may deem proper and necessary, to aid in the construction of the works.

15th. *Resolved*, That, as many of the roads projected may pass through the public domain, this Convention would respectfully urge upon the consideration of Congress, the equity of granting the right of way and alternate sections, in aid of the works so situated—such grant, in the opinion of this Convention, being no more than a fair compensation paid by the proprietor for the enhanced value imparted to sections of land retained by the Government.

16th. *Resolved*, That efficient steps should be taken by the General Government to remove and prevent the recurrence of the obstacles in the Mississippi River opposite the city of St. Louis, so that the harbour there may at all times be accessible, as objects of public utility and a national character, and entirely beyond the ability of Missouri to accomplish.

17th. *Resolved*, That a Dry Dock and convenient arrangement for the repairs and refitting of Government Vessels, should be established at some suitable point on the Gulf of Mexico.

18th. *Resolved*, That the President appoint a committee of five members of this convention, to memorialize Congress on the various topics embraced in the foregoing resolutions.

19th. *Resolved*, That the President also appoint a committee of five members of this Convention, to address our common constituents on the same subject.

Mr Russell, of Virginia, moved to strike out so much of the 11th resolution as relates to the mail service, leaving only that portion of the resolution which relates to magnetic telegraphs, for the adoption of the convention. The motion was laid on the table.

On motion of Mr Goode, of Missouri, the question was taken on the adoption of the resolutions as a whole, with the exception of the 16th, relating to St. Louis Harbour. Decided in the affirmative.

The report of the committee was then adopted with the exception of the 16th resolution.

The following committees were then appointed by the Chair in pursuance of the above resolutions:

*Committee to memorialize Congress on the subjects considered by the Convention.*—Col James Gadsden, of South Carolina; James Guthrie, of Kentucky; Roger Barton, of Mississippi; Leroy Pope Jr, of Tennessee; and James H Lucas, of Missouri.

*Committee to prepare an Address to the people.*—John Bell, of Tennessee; Thomas Fearn, of Alabama; Lewis Shanks, of Tennessee; S S Hayes, of Illinois; Elwood Fisher, of Ohio.

On the adoption of the 16th resolution, the vote was taken by States, and was decided in the affirmative, as follows:

AYES—Kentucky, Arkansas, Missouri, Illinois, Indiana, Iowa, Mississippi, Tennessee, Virginia, Louisiana, Pennsylvania—11.

NOES—Alabama, South Carolina, Texas, Ohio—4.

On motion of Robertson Topp, of Tennessee,

*Resolved*, By this convention, that it is expedient that Congress make an appropriation of money, for the purpose of completing the military road from the west bank of the Mississippi opposite Memphis, through the swamp, to the highlands in Arkansas, in the direction of the various military posts on the western frontier. Adopted.

Mr Shephard, of Alabama, presented a resolution for the improvement of Mobile harbour. Laid on the table.

Col A L Bingham, of Mississippi, offered the following:

*Resolved*, That the interests of the whole country, whether commercial, agricultural, or manufacturing, would be promoted by the establishment of the warehousing system; and that this convention respectfully call the attention of Congress to the establishment of that system for the collection of duties.

Which was laid on the table by States, as follows:

AYES—Kentucky, Missouri, Alabama, Illinois, Indiana, Iowa, Tennessee, Virginia, Pennsylvania—9.

NOES—Arkansas, Mississippi, Ohio, Louisiana—4

On motion of Mr McGinty, of Tennessee, it was,

*Resolved*, That the thanks of the convention be tendered to the citizens of Memphis, for their uniform and cordial hospitality, extended to the delegates in attendance; and also to the congregation of the Methodist Episcopal Church, for the use of their church building.

On motion of J I Lee, of Mississippi, it was,

*Resolved*, That the thanks of this convention are hereby tendered to the Secretaries of the convention, for the able manner in which they have discharged their arduous duties.

On motion of Mr Labauve, of Mississippi, it was,

*Resolved*, That the thanks of this convention be tendered to the Marshals, for the faithful discharge of their duties.

On motion of Gen A B Bradford, of Mississippi, it was,

*Resolved*, That the thanks of this convention be tendered to the Hon C C Clay, of Alabama, for the dignified and impartial manner in which he has discharged the duties of President this evening.

On motion of B B Minor Esqr, of Virginia, it was ordered, that these proceedings be signed by the officers of the convention.

On motion of Mr Cist, of Ohio, the convention adjourned, *sine die*.

## JOHN C. CALHOUN, *President*.

### *Vice Presidents.*

JAMES OVERTON, M. D., of Tenn.	CLEMENT C. CLAY, of Ala.
WILLIAM STRONG, " Arks.	ROGER BARTON, " Miss.
HENRY M. SHREEVE, " Mo.	JOHN HANNA, " Ky.
O. J. MORGAN, " La.	ALEXANDER BLACK, " S. C.
LEONARD WHITE, " Ill.	RICHARD SNEED, M. D., " Ill.
JOSEPH S. HAWKINS, " Ohio.	W. BURCH, " Ia.
A. C. DODGE, " Iowa.	B. B. MINOR, " Va.

### *Secretaries.*

C. F. M. NOLAND, of Arks.	J. GEORGE HARRIS, of Tenn.
A. B. CHAMBERS, " Mo.	A. V. S. LINDSLEY, " "
J. B. D. DEBOW, " S. C.	F. A. LUMSDEN, " La.

T. B. DRINKER, of Ohio.

# REPORTS OF COMMITTEES.

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## REPORT OF THE COMMITTEE ON RAIL ROAD COMMUNICATIONS BETWEEN THE VALLEY OF THE MISSISSIPPI AND THE SOUTH ATLANTIC PORTS.

The Committee to whom was referred the subject of Rail Road Communications, between the Valley of the Mississippi, and the South Atlantic Seaports, having given to it all the consideration which its salutary influences on the commercial, social, and political relations of the Union would seem to recommend, most respectfully REPORT:

THAT the great Valley of the Mississippi is among the most favored regions of the Globe. The Father of Rivers taking its rise on the very verge of the Arctic Regions, and receiving as it courses south, tributaries equal in magnitude, from the Alleghany and Rocky Mountains; finally discharging its accumulated waters at near 3,500 miles from its source, in the warmer hemisphere of the Gulf of Mexico. This Gulf it is annually encroaching upon by its alluvial deposits, and so certain, though slow and imperceptible are these daily increments, these new creations of land and soil, that the speculation is not extravagant, that in some future age the delta of the Mississippi in the multiplicity and shallowness of its mouths, like that of the Nile, may be closed to the ingress of foreign shipping; or the navigator of these Southern Seas will have to seek an entrance into this inland Ocean, between the head lands of Cuba south, and the Keys of Florida north. Within the personal observation of one of this Committee, the increase of these alluvions at the Balize has exceeded three miles in extent to the northward and eastward, and the approaches to the Mississippi are now indicated at more than fifty miles from the shore by the fresh and discoloured waters of the Ocean, and by the gradually shoaly and muddy state of the bottom of the Gulf. An inspection of the map of that vast and fertile plain South of the 31° of latitude, and which constitutes so large a portion of the cultivated and productive soils of Louisiana, leads to the conviction that it has been reclaimed from the Ocean by the annual contributions of these streams; which, in their rapid descent from the mountain elevations of the interior, are but agents in the hands of Providence to work out new evidences of his creations. These continued and successful changes in the physical world, are memen-



tos of events, *slow* but *certain*, the injurious and restrictive influences of which upon the industry, the internal and external trade of populous and prosperous communities, may prove withering and fatal, if not in anticipation counteracted by the vigilance, sagacity, and enterprize of man.

This vast domain, within the limits of the U. S., and bounded North by the 49° of latitude, South by the Gulf of Mexico, and East and West by the Alleghany and Rocky Mountains, is an area, as nearly as can be calculated in round numbers, of 1,500,000 square miles, and contains 960,000,000 acres of land; of which nearly one half may be pronounced arable, and capable of profitable cultivation, while a large portion of the balance, however sterile in its external appearance, has concealed other and no less valuable elements of mineral wealth yet to be developed. The richer staple articles, which give animation to the commerce of the whole world—cotton, rice, sugar, hemp, and tobacco—may be almost considered as indigenous to portions of the country; while its varied soils, fertile as durable, are productive, and most abundantly, in all the valuable grains and esculent roots which contribute to the comfort and subsistence of man. In the valley of the Mississippi there can never be those apprehensions of starvation which keep the European countries in an annual state of alarm; but as in the present, so in the future years, the deficiencies of other portions of the world can be supplied from the overflowing and abundant granaries of this land of promise. Its artificial, like its natural pastures, are favorable to the successful rearing of every class of domestic animals; from the noble Arabian, to the laborious, enduring mule; from the varied races of horned cattle, which have expelled from the range the bear and the buffalo, to the wool growing sheep and the inestimable hog; the animal which the lights of chemistry in the conversion of its lard into oils, has threatened to supercede the whale of the Pacific, and the olive trees of Italy.

This country, drained by the Mississippi and its tributaries, is one third as large as Asia; it is little less than one half the size of Europe; and it is very nearly equal in extent to the European Empire of Russia; France is but one seventh its area, and the old thirteen States about one sixth. Compared with the present condition of the New England and middle States, it could sustain in similar wealth, prosperity, and comfort, 60,000,000 of inhabitants. A population, however, of 230 to the square mile, similar to that of Great Britain, would give to the Valley of the Mississippi the enormous number of 345,000,000 of human beings; equal to one half the present estimated population of the whole world. This estimate of the capacity of this favored region to sustain life will not be considered extravagant, when it is recollected that many parts of Europe contain from 300 to 320, and some parts of China from 400 to 650 inhabitants to the square mile. The population of this valley, by the census of 1840 was 8,434,759 inhabitants; it is now estimated to ex-

ceed 10,000,000, and its increase for the ten years preceding was at the rate of 80 per cent. The value of the products for the same year were calculated at 750,095,920 dollars; the descending trade of the Mississippi at 120,000,000, and the ascending at 100,000,000; making an aggregate of 220,000,000; only 30,000,000 less than the whole export and import trade of the United States. The population of N. Orleans, the commercial city through which this vast trade flows, and by which it is nourished and enriched, has within the period of ten years, more than doubled; and the census which in 1802 showed a population of but 10,000 Spanish and Creoles, in 1840 exhibited 102,193 inhabitants. The exports of this western emporium in the three great staples of cotton, sugar and tobacco, show 984,616 bales of cotton in 1844-45, against 490,495 in 1835-36; 81,249 hhds. of tobacco in 1843-44, against 41,634 in 1835-36; and 104,501 hhds. and 10,561 barrels of sugar, and 17,094 hhds. and 94,451 barrels of molasses in 1844-45, against 40,526 hhds., and 4,092 barrels of sugar, and 11,284 hhds., and 48,104 barrels of molasses in 1840-41. Showing the exports of cotton and tobacco to have doubled in ten years; and that of sugar and molasses in five years.

In 1844-'45, there were 1682 arrivals and departures of Ships, Barks, Brigs and Schooners, and 2530 Steamers, against 1643 of the former class, and 2187 of the latter, in 1842-'43; exhibiting an increase in three years of 39 arrivals and departures of Ships, Brigs, &c., and of 343 Steamers. This small increase of foreign tonnage is to be accounted for in the commercial economy of employing a larger class of Ships than those hitherto used, and probably in the fact, that much of the western produce which used to find its outlet by the Balize, now seeks a market by the Lakes to the Northern Ports.

Sixty years ago this vast domain, if we except the French and Spanish settlements on the coast of Louisiana, and which did not then number a population exceeding 20,000 souls, was occupied exclusively by wandering tribes of Indians; their population, though variously estimated, did not exceed 250,000, and their trade in furs and skins restricted to the limited wants of the Savage. At this early period, however, such was the sagacity of the Indian in estimating distances, that few descended the Mississippi, while all the trading paths of the different tribes, many of which may still be traced, were in the direction of the South Atlantic, towards Augusta and Charleston. In these early days these cities participated largely in the Indian trade, and before the Revolution of 1776 Charleston, as an export and importing city, maintained an equality with Boston, New York and Philadelphia, which equality was never lessened until after the adoption of the Constitution, and the greater capital and unequal expenditures of the revenue began to centralize trade in the Northern, to the prejudice of the Southern Ports.—This vast domain, so highly favored with the abundant gifts of Providence, and with a population whose enterprise and energies are dai-

ly stimulated by new and alluring prospects on yet unexplored horizons, has but one drawback—a check to its rapid strides to commercial empire—and that is, in having but *one natural outlet* to the highway of *nations*. The Mississippi discharges, in a low southern latitude, in a climate unfavorable, for four months in the year, to the health of the inhabitants of more northern latitudes: and equally deleterious in its influences on the meats and produce of the interior, which, for the want of a ready market, at all seasons accessible, has to be held often in large quantities on deposit. Even that which merely passes in transitu to some other port, has been known to suffer in the warm season of Summer; particularly Pork, Lard, Beef, Bacon, Tallow, Tobacco and Butter, including Flour and the various grains; and if from necessity held over for another year, is certain of deterioration, if not entire destruction. The mouths of the Mississippi are in the Mexican Gulf, and in time of war may be easily blockaded by a superior naval force,—the outlet of which Gulf is by a circuitous and hazardous voyage through the bays and currents of the Florida and Bahama reefs and banks—subjecting the whole trade of the valley, whether destined coastwise or to foreign ports, to great loss of time in transitu, extra hazards and exposures encountered, and heavier charges for insurance and freight. All of which is a tax on the whole trade of the valley. In the early settlement of the country, when the produce raised by the pioneer was consumed by the emigrant who followed on his track, and when successive waves of population, who had to be fed, furnished home and profitable markets to those who had preceded them to these new countries, this impediment to free, cheap and rapid communications to the markets of consumption was not felt or apprehended. But now, that the valley of the Mississippi, with its ten States and three Territories, and ten millions of inhabitants, with an export of productions seeking foreign markets at the present low depreciation, estimated at 60 millions of dollars, the subject of the cheapest, the most certain, and the most expeditious avenue of intercommunication with all parts of the Union and of the world, must necessarily become one of grave and deep consideration to every individual in this western community. Other interests, however, have not cast an indifferant eye on the vast and increasing commerce of the Mississippi valley, but have been uniting in their efforts to open new passes into this ‘land of promise.’ The sagacity of a Clinton, at an early period, projected a canal communication (which has, in its result, more than realized the most sanguine calculations of that distinguished statesman,) between the Hudson and the Lakes; and the northwestern States, under the influence of that most triumphant example, have all of them projected canal and railway connections between the western waters and those inland seas on which they border. All of these projects are in successful progress; some of them completed: thus diverting the trade of the upper Mississippi in a northeastern direction to the city of New York, which, in its mag-



ical strides, the last 20 years, to commercial power, demonstrates the value of a trade which is only at its beginning. The State of Pennsylvania, with a like zeal, has constructed a series of Roads and Canals, connecting the Susquehannah and Delaware with the Alleghany—the favorable influences of which, Pittsburg and Philadelphia, in their reviving prosperity, are beginning to feel.—Maryland and Virginia are both on their march, by Railways and Canals, to the West, and both seeking to tap the Ohio, and divert its currents of wealth to the Chesapeake; and, in anticipation, both Baltimore and Richmond are now exhibiting strong evidences of a resuscitating and animated commerce.—Boston, though the last to commence, has, through the power of her capital and the acknowledged energies of her citizens, been the first to complete a gigantic work: prostrating rocks and mountains, and intercepting the canals of New York, at Albany, has rendered perfect and uninterrupted her communications with the Lakes and the extreme northwestern portions of the Union.—South Carolina, at an early period, had her attention directed to a Railroad communication with the Ohio river; but unsustained in that enterprise to the extent anticipated, she has since more wisely co-operated with her more enterprising neighbor of Georgia, to complete a connection with the navigable waters of the Tennessee, with the confident hope which the call of this Convention would seem not to disappoint, that the people of the West will not rest satisfied until this great work is extended, and, like its rivers, made to branch through every part of the vast valley of the Mississippi; and, like its onward population, find no termini *short of the Pacific*.

Your committee, therefore, in reporting on the interesting subject which has been referred to their investigation, feel encouraged to find that they have not to develope or explain a new project, or to grope through all the uncertainties and speculations of a new theory, to enforce its importance and its truth.

The project of a Railroad from the South Atlantic cities to the Mississippi Valley is no new conception. It was long since presented to public notice by Mr. Elliott, of South Carolina, in an able article in the then Southern Review; and at a more recent period was recommended by that veteran in the military service, who continues to manifest his zeal in the great enterprise by taking his seat in this Convention. This enterprise, with more enlarged views, and in a more comprehensive, though more tangible form, now commands the favorable action of this intelligent Convention;—in the character and resources, and wants of the country through which various branch roads may be made to traverse: in the prominent points on the Mississippi, Tennessee, Cumberland and Alabama rivers, and on the Atlantic, which they will connect in close communion, and in the general physical features of the routes, demonstrating the practicability of all. The main track of road from the seaboard passes along its whole line through a mild parallel of latitude, not interrupt-

ed by the floods of Spring, or by the ice and snow of Winter.—With the projected branches it intersects the cotton growing regions of Georgia, Alabama, Tennessee, and Mississippi, and many interior districts, rich in agricultural and mineral resources, but so secluded from all avenues of communication with markets as to remain undeveloped. These roads create their own highways of interior trade,—as they originate the business that sustains them,—and at the various termini proposed, they bring into intimate connection the ancient cities of Charleston, Savannah and Augusta, with the more modern cities of Macon, Knoxville and Nashville; and with Natchez, Grand Gulf, Vicksburg and the modern Memphis of the American Nile, a new city, but so imposing in its midway position and commercial relations as already to number 10,000 inhabitants, and so accessible to steamers as to have attracted the attention of the General Government as a suitable site for a Naval Depot. The preparations made at this point for the naval defences of the country still stronger enforces the importance of these roads for military purposes: in giving increased facilities to the transportation of troops and the material of war, in enabling one army to defend two frontiers, and one crew to serve two fleets, as an enemy may threaten either the Atlantic or Gulf frontier.

It gives us as the basis of operations the chord, while the enemy has the arch of the circle to move on in his demonstrations of attack. In fine, by the magical power of steam, it gives wings to our arms, and enables us in combinations to anticipate the movements of an enemy, and to realize the great problem of military success: *concentration of force and celerity of movement.*

If the problem be correct, (and where not in competition with canal or river navigation, or rival Railroads, it is susceptible of demonstration,) that a Railroad through an inland country will attract to it the business from points half its length; the road from Charleston and Savannah, branching to Natchez, Grand Gulf, Vicksburg, Memphis, Nashville and Knoxville, will each, where not so in conflict, attract the business of a belt of country of two hundred miles, or one hundred miles on each side of the road. An inspection of the map, therefore, will exhibit the extent of country, and of the counties, the transportation of which these projected roads must control, and the extent to which they may partially come in conflict with each other. Throughout the general route they will not conflict, and only near the points of concentration, where the termini are within the belt of control, will there, or *can* there, be any competition.—The produce of North Alabama and Tennessee now seeks its market at New Orleans, by the Tennessee and Cumberland rivers; and that of western Tennessee and Mississippi by the Mississippi river. Your Committee are not prepared to say that the produce on the lines of projected roads will all seek the Atlantic ports; or do they urge the great advantages of these works on the basis of changing the direction of the market. These are questions to be solved and



influenced by commercial calculations. The occasional fall and winter interruptions in the navigation of the Tennessee and Cumberland rivers renders it probable that a large portion of the produce of these sections will, in time, give a preference to the road, for its certainty and despatch, whether it goes to the respective termini on the Mississippi to take steamers to New Orleans, or seeks the opposite direction to Charleston and Savannah, for trans-shipment for a better market, as may appear.

The choice, at all events, will be at the command of the various interests. There are commercial considerations in trade, which figures alone can solve—growing out of differences of prices, the comparative charges on exchanges, commissions, insurance and other incidental expenses, which may influence and direct the trade to the road. Most, if not all of these, will be found in favor of the Atlantic ports; and which is further demonstrated that mostly to those points does western produce tend, though by routes circuitous and expensive. The distance from the termini on the Mississippi, on the various roads projected to Savannah and Charleston, does not vary much, and may be placed in round numbers at 750 miles.—That from Nashville is 200 miles less, or about 550 miles. The improvement in the machinery and speed of the locomotive, the greater power of the engine now exerted, the cheaper construction of roads, which experience has imparted, and the greater economy in their management, are all elements working out the problem of preference for Railroads over all other modes of conveyance. In speed and certainty they claim a decided superiority. In Pennsylvania, coal, on the Reading road, is now transported at one cent per ton per mile; and the Baltimore and Ohio road has contracted to transport it from the Cumberland coal pits at  $1\frac{1}{2}$  cents per mile. As coal is transported but one way, and in cars of a peculiar construction, which are only adapted to that description of freight, and must be returned empty without any remuneration for this extra expense incurred, it shows that where freight could be carried both ways, some reduction might even be made on these low rates. Thus, the cars with merchandise from the Atlantic ports could return with produce at a less charge on tonnage than if these cars, with the power had to be sent up empty. Assuming, however, even  $1\frac{1}{2}$  cent per ton per mile on our southern roads, and we have the following results on the 750 miles of the Mississippi roads:—Freight to Charleston and Savannah for that distance, \$10.25 per ton; to Augusta, \$9.21; and to Macon, \$8.25 per ton; which would be, on flour, about \$1.12 per barrel to the sea-ports, 92 cents to Augusta, and 82 cents to Macon; and on bacon, beeswax, butter, lard, cotton bagging and other articles, which are required for home consumption, about  $\frac{1}{2}$  cent per lb. to the Atlantic sea-ports; and  $\frac{2}{3}$  of a cent to Augusta and Macon.—The above calculations are made on the Memphis distance of 750 miles; but as Nashville is 200 miles nearer the sea-ports than Memphis or Vicksburg, about one fourth on the above charges would have

to be deducted in favor of produce and merchandize going to or from that point on the Cumberland. In the above freight charges, are included insurance—Railroads, as common carriers, being responsible;—and if our information be correct, that the rates of freight from Memphis to New Orleans be, on an average, 20 cents per hundred pounds, and insurance from half to one per cent., and from Nashville the charges are a shade higher, this exhibit would present strong inducements to divert western produce in this direction of the Atlantic, where the differences of prices between Charleston, Savannah and New Orleans, would more than cover any difference of freight in favor of New Orleans. In this comparison of charges the mere rates of freight and insurance by the river to New Orleans, and the road to Charleston and Savannah, are not the only elements which are to enter into the calculation on produce intended for consumption in the Atlantic States. By the road you are at all the markets for consumption in the interior as well as seaboard; at New Orleans you are only at the point of shipment; and, if the produce destined for the South Atlantic States has to pass, as at present, via the mouth of the Mississippi and the circuit of the Florida Keys, it must come charged with expenses double of what it will have to incur by the direct and certain route of the road. The same elements will enter into the calculation of the returns by the Railroad to the various points in the Mississippi valley: of the domestic produce of the South Atlantic States there consumed, and on foreign merchandize purchased in the Atlantic ports.

Indeed the calculation may be favourably extended to merchandize purchased in any of the northern ports, and sent by the South Atlantic Railways, to the Valley of the Mississippi, in preference to the circuitous route by New Orleans and the Mississippi. The regulations of intercourse between the South Atlantic and Northern cities, the certainty and shortness of the voyages, the lesser charge on freight and insurance, the health of the South Atlantic seaports, and which, from the Medical Statistics of Charleston before your committee, will bear a favorable comparison with any in the world, their accessibility at all seasons, would all bear in favour of the routes of these roads in preference to that by the Gulf, Orleans, and the river. The average voyage from N. York to Charleston and Savannah in packets of the first class is about eight days, and the speed of ten miles an hour for freight trains, would give seventy-five hours to Memphis and Vicksburg, and fifty-five to Nashville; adding two days for discharge and transfer of merchandise at seaport, and we have from New York to Memphis and Vicksburg about sixteen days; and to Nashville about nine. By Orleans and the river, allowing eighteen days for average voyage, and two for ascending to Vicksburg, and four to Memphis, and six to Nashville, we have twenty, twenty-two, and twenty-four days in contrast with ten and nine days. For passengers, contrasted with what is termed the Lake or the Ohio routes, the comparison will be equally as favora-

ble as to time, and more so as to certainty. The ordinary mail time from N. York to Charleston is three and a-half days, and at a speed of twenty miles an hour, when twenty-five or thirty may be attained if desirable; and we have from N. York to Memphis and Vicksburg five and a-half days, and to Nashville four and a-half days. The shortest time by Baltimore and Ohio river to Memphis, Vicksburg and Nashville, is nine and seven days; often twelve; on failure of the Ohio navigation ten and twelve days. Showing under the most favorable circumstances nearly three days in favor of the passengers by the railroad to either of the points named. These roads, however, are not brought into contrast by your committee with the river navigation, with a view, or the idea, that they are to supercede the Mississippi or any of the other natural channel ways through which a market has been sought and travellers have been transported, but to exhibit the increased facilities to trade and travel they will afford, in opening avenues of communication to districts of country now shut out of all means of conveyance; in multiplying and furnishing many markets for produce and merchandize, now limited to one; in enlarging the circles of trade; in giving greater speed and certainty to the traveller, and bringing into closer communion the social, political, and commercial relations of communities of common origin, common institutions and common sympathies.

In presenting, and, in probably tedious detail, all the above considerations to the Convention, as strongly enforcing the vast importance of the Railroad connections projected, your committee feel more than gratified with the assurance they are prepared to give, based on the examinations and surveys of the scientific engineers, Messrs. Deshler, Brown, Forshey, and Dr. Troost, who have been more recently employed on the respective routes, of the entire practicability of the different enterprises projected, and on estimates far below hitherto ordinary costs of such gigantic works.

The Carolina and Georgia roads are all finished to Atlanta, 305 miles from the sea-board; the Western and Atlantic is completed 60 miles beyond that point, and to within 60 miles of the Tennessee, at Chattanooga; the greater part of this distance is graded and prepared for the superstructure, and it is confidently believed that the Legislature of Georgia will at the present session make the necessary appropriations for its completion to that point, should the response from this Convention encourage the hope that the great enterprise will be taken up and continued with spirit by our western brethren, who are now so deeply interested. The branch roads from the Georgia and Carolina trunks now projected, are first to Knoxville by the Hiwassee railroad; a work long since commenced, now in suspense, but which now requires to complete it but very little more than the expense of the superstructure. This road needs no higher recommendation than what the beautiful and inaccessible regions of East Tennessee offer; the valleys of which are as fertile as are her mountains rich in mineral wealth; and which need but a market to develop their vast capabilities for agricultural and manufacturing enterprises. This branch, however, now becomes more imposing as holding out the right hand of fellowship to Vir-



ginia, represented in this Convention, and as pointing to the ancient domain how, and by what route, she may be embraced within the system of southern railroads, and participate in all the social, political, and commercial relations they will harmonise and unite.

Second, in the direction of Nashville, to the Cumberland, we have another branch projected; but which, without terminating at that city, will ultimately seek other extensions in the north-western direction (which future examinations whether by Mills' Point or not alone can indicate,) to the Missouri, where, intercepting some common Railroad trunk from the Lakes, as projected by Mr. Whitney, it will find its terminus only on the northern Pacific. As far as Nashville a route has been sufficiently examined to remove all doubts of its practicability.

Third.—In a middle direction, another branch avails itself of the Coosa and Wells creek valley, and crossing the Sand mountain, courses through the Tennessee valley, seeking its terminus at Memphis. The report of Mr. Brown is most favorable as to the practicability of the eastern section of this road as far as Decatur, Ala., where, uniting with a railroad to Tusculumbia, Ala., already finished, there is only the western section of 150 miles to be constructed, 50 of which is already located and graded as far as Lagrange, and the balance has been sufficiently examined to pronounce on its easy practicability.

The fourth, and which may be called the south-western route, takes its departure from Atlanta on the Georgia road, and may be made to connect with the Mississippi at the important points of Vicksburg, Grand Gulf, and Natchez. Of this route the first section, from Atlanta to the Chatahoochy, 85 miles in extent, over a level gravelly ridge, has been examined and found practicable and easy of construction. The Montgomery railroad, which fills the middle link in the chain between the Chattahoochy and the Alabama, is surveyed, located, and graded, 45 miles of which is completed and now in operation, and the balance in progress of completion. At Montgomery branches may strike off to Mobile, and from Mobile to Pascagoula; uniting there with the Gordon road, by steamers; and likewise to Pensacola, the projected road to which the company are about reviving. From Montgomery to Jackson, in Mississippi, has been exposed to examination; and to the eastern boundary of Mississippi surveyed; and the whole line ascertained by practical engineers to be easy of location and construction. From Jackson to Vicksburg, one of the links in the chain, has been completed, and is now in use. From Natchez a road has been located, and in part finished, to intercept the main trunk to the State line at, or near, Jackson; and from Grand Gulf to Port Gibson, the road now finished may, without difficulty and at a moderate cost, be made to intercept, or fall on, the Natches branch to the main south-western trunk. These three branches from the south-western trunk, with that of the middle branch, like the population which have preceded their construction, can never expect to find their permanent termini at the points of designation on the Mississippi. They will in time cross that mighty stream, and progressing in converging lines, Memphis, Grand Gulf, and the Natches branches, will reunite in another great south-western trunk, pass in harmony together through the southern declivities of the Rocky mountains, and crossing all the Mexican rivers at the points where navigation ceases, finally make its terminus at the

head of the California Bay, or in the more imposing seaport of San Francisco on the Pacific.

Though your committee have not deemed it necessary to enter into detailed estimates of costs and profits, with the view of recommending the enterprise as profitable investments of private capital; yet, when they advert on the map to the route of the roads, the rich and populous countries they intersect, their freedom from all probability of competition with rival railroads, the great avenues by which the tide of population setting west will most probably flow, they cannot resist the conviction that the Carolina and Georgia railroads, ramifying as proposed to every important section of the Valley of the Mississippi, must prove in time the most profitable railways in the world. Railroads and their profits, when judiciously located, and economically managed, are no longer problems to be proven. In Great Britain their roads, which have cost 40 and 50,000 pounds sterling per mile, have paid 10 per cent on that enormous capital. In New England on costs of 40 and 50,000 dollars to the mile, the results have been alike encouraging. What may not, then, our southern people expect from their southern roads; most of those already constructed not having cost to exceed \$20,000 a mile, and the cost of the most of them now projected and in progress may be reduced below \$15,000 to the mile.

Your committee in conclusion, from the examinations made, and views here taken, are forcibly impressed that under the spirit of our free institutions, there is no limit short of the Pacific to the enterprise of our citizens. It is not by the right of Spanish or French discovery; it is not by premature explorations of wildernesses before our population are prepared to occupy; it is not by conflicts on the Ocean, or military invasions by land; by war, or by bloodshed; that the American claim to the North American Continent is to be maintained or confirmed; but by the silent, slow, but certain influences of our liberal institutions, spreading their peaceful wings of protection over our population as it progresses.

The Mississippi valley is no longer a frontier; it is the centre of the Union; the bone and sinew of the American Republic; its main artery continues to roll its waters to the Gulf; and, as at the delta it multiplies its mouths to be relieved of its floods, so it imparts the lesson that the artificial veins of railroads must be constructed by the enterprise of man, at every point, to distribute its abundance with the expansion of its population. There is no problem more susceptible of demonstration, and it is one which continues to impart to railroads the popular influences they are now exercising, than that they create the avenues of intercommunication and of business. They pass under and over mountains; they leap rivers; they annihilate space; they resolve all the elements of motion into time; and if the age of man is to be estimated, not by the years he has lived, but by the distances travelled, and the greater performances within a limited period, the ages of the antediluvian will be revived to the rising generation. Steam has, and is, continuing to produce wonderful revolutions in the world. The genius of a Watts in its application to machinery and manufactories, has imparted to Great Britain with a population of 25,000,000, the effective power of 90,000,000 operatives. Its triumph in navigation on rivers and on the Ocean has been no less signal and extraordinary; but it was reserved for the locomotive, in its application to railways, to achieve a still great-

er triumph on the land. On its first invention, an estimated speed of ten miles an hour was deemed extravagant, and scientific calculations placed even that limit to its flights; sixty miles an hour has since been attained, and Mr. Stevenson, in his late examination before Parliament, confessed that by improvements in machinery the speed of the locomotive had exceeded all calculation. In no age has the lights of science wrought such changes as in the application of steam power to railroads; as highways they are destined, in security, certainty, and speed, to claim a preference, if not supercede, all other modes of conveyance. The power of steam has awakened from its slumbers the spirit of free trade. With the missionary it penetrates the wilderness, civilizes the savage, and humanizes the cannibal. With steam it is destined to extend and perpetuate our free institutions, to harmonize conflicting interests, to distribute blessings, equalize the abundances of life, and draw closer together the bonds of a happy union.

Respectfully submitted,

J. GADSDEN, Chairman.

*Therefore, Resolved*, That Railroad communications from the valley of the Mississippi to the South Atlantic ports, in giving greater facilities to trade, greater despatch to travelling, and in developing new sources of wealth, are, in all their salutary influences on the commercial, social and political relations, strongly urged on the consideration and patriotism of the people of the West: and they are the more recommended as works within the power of private enterprise to construct, and as affording profitable investment of capital.

*Resolved*, That the earliest opportunity may be afforded for private enterprise to direct its capital and energies to the completion of the important roads projected, the Convention recommend to the delegations present, to appoint committees charged with the duty of prompt and early applications to their respective Legislatures for charters to construct such roads as may pass through their States, and to ask such aid and patronage from said States as they, in their discretion, may deem proper and necessary to aid in the construction of the works.

*Resolved*, That the subscriptions to the stock may be brought within the ability of every individual to contribute, it is suggested that the shares in the new charters obtained be valued at \$25 each; and that to insure a large and prompt subscription it is recommended that committees be appointed in every city, town and county, through which the respective roads may pass; and in other sections, alike interested, to solicit subscriptions in aid of the important enterprises recommended.

*Resolved*, That as many of the roads projected may pass through the public domain, this Convention would respectfully urge on the consideration of Congress the equity of granting the right of way and alternate sections of land in aid of the works so situated. Such grant, in the opinion of this Convention, being no more than a fair compensation, paid by the proprietor, for the enhanced value imparted to the sections of land retained by Government.

*Resolved*, That as Railroad iron constitutes one of the heaviest items of expenditure on railways, the duty on rails of the heaviest form, amounting to near \$2,300 per mile, and that as many of the roads now under construction were commenced under the faith of the law admitting Railroad iron free of duty, and that those now projected are but links in the com-



mon chain for mail conveyances, that this Convention, with a view of not coming in conflict with the rule prescribed for its proceedings, do recommend to Congress that the Secretary of the Treasury have authority to remit the duty on Railroad iron, on all the forms of rail excepting the flat bar, whenever the manufacturers, availing themselves of the foreign market, raise the price of rail iron above \$60 per ton—said \$60 being acknowledged to be a fair and ample remunerating price for iron of those denominations.

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The following paper appended to the above Report, was presented along with it:

The most unfounded prejudices are apt to be the most tenacious, and opinions growing out of mere rumor, or held simply as matters of faith, are more difficult to change or modify than such as are built on observation and reasoning.

A strong exemplification of the correctness of this remark may be seen in the notions current throughout our country, as to the unfavorable condition of certain portions of it with regard to the enjoyment of health and the duration of human life. We may quote from the highest European authorities, too, the most astounding misstatements on this subject,—nay, the most recent work of character from the English press reiterates and perpetuates the grossest of these errors.

In the evil resulting from such calumnious reports, the city of Charleston has most largely participated. One of her early medical historians, Chalmers, unwittingly gave some occasion to the apprehensions entertained as to the influence of our new and strange climate upon the constitutions of our early ancestry. We will not impugn the literal correctness of his recorded statements, although they have been so little applicable to our condition since his time that our esteemed historian, Dr. David Ramsay, in a letter to the celebrated Dr. Currie, written more than half a century ago, protests against the accounts given by Chalmers, whom he accuses of having “exaggerated the heat of our climate, and given a gloomy representation of its diseases.”

At the present day we may safely affirm that Charleston is “one of the healthiest cities in the world.” and we believe that facts will fully sustain our position. We confidently maintain that there are few if any towns or cities of any extent of population in which the average duration of human life is greater, or the proportional mortality less in any succession of years. We know of no other mode of inquiring than a reference to the statistical tables presented in various quarters, and shall in this way proceed to ascertain as far as possible the truth. We take such tables as happen to be within our reach, disclaiming in perfect good faith every attempt at selection with the purpose of favoring any preconceived views:

In London, the deaths are	1 in 40 00—Hawkins. 1 in 46—Quetlet, p. 23.
Paris,	1 in 32 6 20—Hawkins, (from Villenue) p. 57.
Glasgow,	1 in 44.41—Hawkins, (from Cleland) p. 56.
New York,	1 in 37.83—Journal of Health, vol. 1, p. 271.
Philadelphia,	1 in 45.63— “ “ “ “

N York,	{ average of 1823-24-25-26 }	1 in 40.15—Whites. 1 in 18.83 col'd, Niles' N. York Journal, vol. 1, p. 153.
Philad'a,		1 in 42.3—Whites. 1 in 21.7, col'd, Niles' corrected by Hays vol. 1, p. 153.
Baltimore, Md.,		1 in 41—Dunglison, p. 3.
St. Louis, Mo.,		1 in 33—Dr. Fourgeaud, quoted by Dunglison.
St. Louis, for 1840		1 in 23—Dr. Fourgeaud, in St. Louis Med. Journal.
New Orleans,		1 in 33—calculated from statement in N. O. Journal*
Charleston, average of 17 years		} 1 in 43 75 calculated for us by a friend,
————— from 1828 to 1844, inclusive, }		(Dr. D. J. C. Cain.)
Charleston, average of five last years, 1 in 50.22, calculated by us from Bills of Mortality.		
Charleston, rate of present year, 9 ms., 1 in 51-50, calculated by us from Bills of Mortality.		

If the above figures are accurately given, our point is at once proved; and no doubt will remain in the mind of any reasonable man that the chief seaport of South Carolina is fully as healthy as any other commercial town in existence.

But much criticism has been employed to weaken the public confidence in the documents on which the above statement and calculations are founded. The general inaccuracy of Bills of Mortality, and Registers of Deaths and Burials, is indeed acknowledged to be as universal as it is perhaps inevitable. Imperfect, however, as these means of information are, they furnish the only light that we possess on these most important topics; and there is no reason offered, nor can any be shown, why such Bills of Mortality as are drawn out by our officers in Charleston are not as authentic and accurate as similar papers prepared elsewhere. They are therefore entitled to be duly regarded as the best evidence in the premises, and indeed are unobjectionable as leading to fair *comparative* inferences.

If we were disposed to enter into any special pleading in the matter, we could readily indicate several contingencies which go to make the Charleston Bills of Mortality unfavorable in appearance beyond the actual truth of the facts.

For example,—1st. The great influx of invalids laboring under incurable disease, coming hither in winter to remain, or dying in transitu on their way to and from Cuba, St. Augustine and other southern resorts.—2d. Our population, consisting of *blacks* and *coloreds*, in the ratio of about seventeen to thirteen whites; it will be found that *their* deaths are in much larger proportion—often more than two to one; and in one of the years included above, more than three to one. But in *cities* this improvident and vicious class live in such suicidal habits that any inferences drawn from among them would be altogether unfair as regards the hygienic condition of any place whatever. 3d. The table from which the calculation was made for sixteen years includes 1836, the year of the presence of

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\* The tables given in the Journal are professedly quite imperfect—one of the largest cemeteries having afforded no return. The result is made up from a comparison of the semi-annual with several monthly and one semi-monthly account, and is given as favorably as the data would allow.

We could not obtain any annual Register or Bill of Mortality either for New Orleans, Vicksburg, Memphis, Louisville or Cincinnati. This we regret; but fully believe that a comparison with any one of the above named, or indeed any other city of the West, would present nothing unfavorable to the great commercial emporium of the "Middle Division."

[NEW ORLEANS MEDICAL JOURNAL.]

Cholera with us—one usually subtracted as affecting unduly the average result; and 1838, noted for the great mortality from Yellow Fever; both these exhibiting a number of deaths more than double our ordinary sum within the last ten years. Let it be observed, then, that even with these unprecedented additions—the repetition of which forms no portion of any reasonable estimate—we need not shrink from a comparison with any maritime or condensed city population in either hemisphere.

The records of our Orphan House constitute a very valuable and important document, to prove the salubrity of our city and the very small ratio of deaths among children of tender age. We give the results drawn from a full table for twenty-one years back—which of course includes several seasons in which Yellow Fever existed among us—and also the year in which Cholera prevailed; notwithstanding which, we may safely challenge the whole civilized world to produce an authentic report so favorable in every point of view:

Children,	2,802.	{	The institution supported within that period as residents, 3,289 persons, among whom the deaths were 41—1 in 80.20.
Officers,	262.		
Servants,	225.		
Total Inmates,	3,289.	{ The average number of inmates, annually, is 156; the average number of deaths less than two.	

The average number of children under *seven* years of age is thirty.—The rest range from seven to fourteen.

There are five years in which no death from disease is recorded. The children received are of the poorest class—destitute, ill-fed, badly clothed, and often diseased when received into the House. The deaths amount to less than  $1\frac{1}{3}$  per cent.

In conclusion we should not omit to remark the peculiar facility which is presented by our geographical position, for a prompt and immediate change of climate whenever circumstances render it desirable or prudent. On the invasion of any epidemic whatever—such is the variety of places of resort within our easy reach—the panic-struck resident may at once select the refuge best adapted for a complete avoidance of the threatening danger. Within five miles from our wharves lies Sullivan's Island, stretching out to seaward; its surface purified by the constant breezes of the Atlantic, its sandy beach washed white by every tide. Of its salubrity nothing more need be said than that the garrison of its well known Fort Moultrie, is found upon the Army Statistics, the very highest in point of freedom from disease. It is mentioned by the lamented Forcy as the only post in the Middle Division which "possesses an exemption" from malarious fever. Opposite, and at a less distance, is the high and healthy bluff of Haddrell's point with its pretty village. By the railroad we reach in an hour the pine-land settlement of Summersville, and, breakfasting in Charleston, may dine on the elevated plain of Aiken, 120 miles in the interior. Hamburg, Columbia and Augusta—with their salubrious sandhills in the immediate vicinity, and the Alleghanies in the easily accessible back ground, are attained by sunset. We know not where so abrupt and entire an alternation of climate and its influences can be so readily attained by the invalid or traveller, in any part of our country.

Submitted by

DR. SAMUEL HENRY DICKSON.



## REPORT ON THE AGRICULTURE OF THE SOUTH.

The Committee to whom was referred the subject of the Agriculture of the South, beg leave to report:

In the performance of the task assigned to the Committee, they are gratified in making the preliminary remark—that, the general attention which has been so manifestly aroused throughout the South to the subject of their present investigation, affords a pleasing proof that a change for the better is coming over us, and that the proverbial apathy of the Planter is yielding to a proper appreciation of what constitutes the real basis of our national prosperity. Considering the magnitude of interests involved, and the strength of prejudice hitherto opposed by the perverse direction of public opinion, scarce a parallel can be found where so much vantage ground has been lost, for the want of the concert and union of the energies of the cotton Planters of the South—all the alarming indications of a market tending downward to a point that precludes an adequate remuneration, has as yet failed in developing any efficient action towards remedying the evil. It is true some public spirited intentions have been manifested by leading agriculturists in some of the States in proposing and advising plans of relief,—but these intentions have been permitted to pass away in merely fugitive expressions of opinion in the public press—and the influence of these individual efforts in effecting as yet any desirable results in the great work of reform, has not been properly seconded by that powerful instrument of good or evil—the press—while on the one hand, in its attempts at developing the capabilities of the country, we find its columns pregnant with elaborate essays on commerce and manufactures; on the other, in questions concerning the merit of politicians, an avidity of discussion is evinced in exciting the public mind, as if the existence of the State depended on the issue. If a tythe of the enthusiasm that is evinced on these subjects was bestowed in sustaining the dignity of agriculture and in illustrating its creative powers, it would be doing far more service to the State, as well as those who constitute seven-eighths of every civilized community. Much as the wealth and prosperity of a nation may be advanced by commerce and manufactures, still we are constrained to look upon agriculture as its source and foundation; and so far as those who are engaged in this pursuit excel others in numbers, so also must their efforts affect the general prosperity of our common country. In connexion with this view of the subject, though we do not on the present occasion propose invoking the patronage of the Federal Government, we cannot permit the fact to pass unnoticed, the reproachful fact—the total want of Legislative encouragement of agricultural interests in the South by State endowments. Hence the mortifying disparity in the march of

improvement between the North and South, exhibited in the increase and development of their internal resources,—no stimulus of that kind exists to arouse the energies of the Southern agriculturist that incited a Buel and a Sir Arthur Young, by their influence and exertions, to elevate the standard of Farming in their respective countries by reducing the culture of the soil to a science. In the field of enterprise, ample means for experiment must be afforded on this subject. It has been truly said—men “must be spoken to in the language of dollars and cents, and this can only be afforded by Legislative bounty, in the shape of premiums, for excelling in the different branches of their business.” Commerce, manufactures, and navigation, have all been benefitted by Legislative aid; but the languishing and depressed interests of agriculture do not need it. The vaulting political aspirant will dilate upon every interest and measure save that of those who are justly termed the bone and sinew of our country. It is high time for us to show the strength of the material we are made of. The Legislature of Tennessee has spoken in this wise: “while most important State and Federal elections have been and are now made to turn upon the sentiments and opinions of candidates in relation to the propriety and impropriety of promoting this or that great man to some high office, nothing is said and no test is made on this important subject; while the whole people are highly excited upon the best and safest method of keeping the money of the people, nothing is said about the *primary point* of making it successfully—we have certainly commenced at the wrong end; our steps should be retraced. Let the people bring up the slumbering energies of the agriculturist—and we feel well assured that they have only to ask in earnest, and demand as those having authority, and the Legislature will do all that should be asked of them in this cause.” It has been forcibly proclaimed in a sister State, (well styled the Empire State, for she has led the van in every laudable enterprise,) “that all the Farmers should rise as one man, and insist that the science of good husbandry, and the science of keeping property, shall be taught in all the common schools.” If it be an undeniable fact that agriculture constitutes the business of so large a proportion of every community, and is the ultimate source of all national power and greatness, who can estimate the vast amount of every species of improvement in cultivation—or the results of individual exertions stimulated by the adoption of this fostering policy. Hence, in tracing the history of the best systems of agriculture that distinguish different countries, it is found that the first decided advances were made by men who stood foremost in the enterprise of prosecuting with success the means best calculated to increase their wealth, influence and prosperity.

In elaborating their report it will be perceived that our Committee, keeping in view the ostensible object of the present Convention, feel a pressing necessity to respond directly in some tangible form to the cries and lamentations of distress that come up from

the teeming fields of the Cotton Planter—and in the first presentation of this part of the subject, the question is naturally suggested, why is it the cry of distress is heard emanating from teeming fields?—The answer is ready—in the present attitude of the affairs of the world, among all the other productive classes of the human family—the cotton planter stands a unit. In the production of his favorite staple he has completely baffled the famous theory of the Philosophical Malthus—and has so seriously encroached on the laws that regulate the increase of the human family, as to provoke a *general conspiracy* to drive him from the laudable calling of a producer to that of a consumer—and with the “eye of sorrow” looking on him he is not even permitted conformably to the divine command to luxuriate quietly under his own vine and fig tree—but is doomed to the sad alternative of permitting his golden fleece either to mildew on his hands or send it abroad as an object of charity to the pauper laborers of Europe. Unlike the northern farmer, he has no flourishing manufactories by his side affording him a liberal market for his products, and at the same time furnishing him with all necessary fabrics at reasonable prices. Still less favorably does his condition compare with that of the Sugar Planter on our extreme South, who with the monopoly he enjoys, is reaping a rich harvest of wealth.—But he exhibits a solitary and humiliating example; in the midst of a superabundance of the most valuable commodity in the world, he bids fair to beggar himself, by the folly of overstocking all his customers. Extend the parallel still farther between the manufacturers and the cotton growers, and we find that the profits of the one have been greatly increased at the expense of the labor of the other.—“The statistics of the Lowell manufacturers” state the “average wages of females, clear of board,” to be \$91 per year, and the average wages of men about \$210—prices of labor far exceeding any thing that would be justified by the present price of cotton, for laborers on southern plantations.

This unfortunate condition of the planters of the south has not been entirely the result of natural causes. The present crisis under which they labor and which has been brought about by that unerring law that regulates the exchangeable commodities of all the commercial world, most clearly demonstrates that the culture of cotton as the great staple of our country, and the chief source of our national and individual wealth, engendered an inordinate eagerness to devote all the available agricultural labor of the south to its production—and the large surplus of which we now complain, the rapid accumulation of a few brief years, also conclusively demonstrates that the profits realized from its cultivation far out-stripped and defied the competition of any other agricultural staple. Besides its intrinsic value over any other commodity in the universality of its use, secured for it a monopoly to foreign markets. So that the southern devotee to his favorite staple, if he would be content to abide by that just moral law of compensation, has not much reason to murmur in



the sudden curtailment of the profits of his labor. The history of the growth of cotton shows that it has increased with a rapidity, and to an amount, most truly astonishing. From one million of pounds in 1787—it had increased to near 800 millions in 1844. The quantity exported in 1792 amounted to one hundred and fifty thousand pounds. In 1844, the exports are swelled to the enormous quantity of 6,400,000 of pounds.

The increase and growth of its manufacture has also been very rapid. In 1790, there was but one small establishment of the kind in the United States and which contained about 70 spindles. At this time, we presume, without any positive data before us, there are running at least two millions of spindles. The consumption in manufactures of raw cotton in all Europe in 1803, was estimated at only 60 millions of pounds. At this time it is believed to be 600 millions of pounds. The consumption in the United States is at least  $1\frac{1}{2}$  millions of pounds. Although the cultivation of cotton was commenced under great embarrassments, there is no other staple known in the annals of agriculture, that has so rapidly acquired a predominating interest in the whole world. In tracing the origin and progress of its cultivation, we are presented with the interesting fact, that for many years South Carolina and Georgia took the lead and held it until about 1838; when, pursuant to the prophetic fulfilment of Dr. Franklin's prediction, the sceptre departed for the West, and has ever since been resting on the States of Mississippi and Alabama. Enterprise, the presiding genius of our people, having settled the country and built up the cities of the Atlantic, seeking for new sources of great wealth, as yet unpopulated and undeveloped, has planted his giant footsteps on the borders of our great valley, with the sure promise that it shall become the great source of national wealth and power.

In this summary view of the cotton planting interests of the South, it will appear that ours is the greatest producing country in the world—and Great Britain is the greatest manufacturing country. Statistical reports show that two thirds of our exports are carried to England, the balance to France and other markets. How intimately then, as it regards our sympathy for the great staple of the South, are our interests identified with these foreign markets. It is therefore eminently proper to inquire, if as recent experience demonstrates that these foreign markets have ceased to pay us a remunerating price for our principal article of export, whether they or ourselves are most responsible for this change in things.

In the solution of this difficulty, the question directly comes up, has the production of the raw material in our country for the last few years, increased in a ratio disproportioned to its demand or consumption.

To our great disparagement the facts show that we have been guilty of the two-fold folly of over-stocking the markets of the world and at the same time practising a system of husbandry calculated to

greatly aggravate the calamity of a diminution of price. From the uncalculating habits acquired during high prices, we seem wholly to have overlooked the important fact, that when the supply of a commodity exceeds the effective demand, the price is diminished, not only in proportion to the excess, but in a still greater proportion.—Instead of conforming our domestic economy to the depressed price of our staple commodity, and consulting the laws of thrift and good husbandry, we have been pursuing the exhausting process so disgraceful to the character of our soil and to the dictates of common sense, in purchasing our supplies of meat and bread abroad. It is difficult to comprehend how it happens that a class of men sufficiently intelligent to understand their own interests, should so recklessly persevere in a course calculated to jeopard the rewards of their most profitable branch of industry. If we consult the experience of those States where it has been the unvarying practice of the planters to invest their surplus capital in more *land* and *negroes*, instead of indications of agricultural prosperity, we behold a community involved in pecuniary embarrassment and ruin. This practical admonition that has for some time been developing its disastrous effects, should ere this have produced some salutary results, by inducing the planter to so vary his industrial pursuits as to remedy not only the overproduction of cotton, but to produce an abundant supply of every species of provisions required for the consumption of the plantation.

In this stage of the examination of the subject, the question most properly comes up—what shall be done? what is the true remedy for relieving ourselves from the depressed price of our staple commodity? Men of speculative minds have investigated, statesmen have examined, and political philosophers have analyzed all the bearings of this important question. On this occasion we shall respectfully avoid the notice of any political hypothesis about the matter. However strong the opinion is entertained by a large and respectable portion of our citizens—that American industry and American enterprise are stimulated by the present Tariff, in building up a home market for our great staple; we forbear throwing the gauntlet for any such issue: and feel prepared to suggest a remedy without interfering with any of the conflicting political theories of the day. In all our researches we have nowhere found data that so clearly and more satisfactorily indicate the true remedy for the present crisis as are contained in the annexed Liverpool Circulars. We there find from the magnitude of the cotton trade, interwoven as it is with every branch of industry throughout the whole world, affecting all when it is affected, how the caprice of speculation operating on fallacious estimates, becomes the prolific source of those disastrous revulsions and reactions so prostrating to the interests not only of the cotton planter, but to the inexperienced adventurer, who happens to be drawn into the vortex of the cotton trade. The prominent reasoning in those valuable documents has exclusive reference to the

comparative supply and demand—in other words to the existing stock on hand and the aggregate estimated of the forthcoming crop. Fatal experience has too frequently demonstrated how very uncertain are the tests on which the cotton dealer relies, and how often the strong faith of the grower has been sadly disappointed by a sudden reduction of price, brought about by the “working short-time” combinations of the foreign manufacturer. The two last annual Liverpool Circulars are pregnant with emphatic warnings to the American cotton planter—verifying with undisputed data the pernicious consequence of encroaching on the foreign demand by an inordinate crop. Accompanying these salutary warnings, with equal frankness we are told that “high prices tend to make a large crop, and low prices a small one: and this principle applied to the present position of the United States may lead to such a result, hereafter, as may cause us to deplore the unremunerating prices which have been paid, and to look back upon the late heavy fall as ultimately not so universally beneficial to the spinning interests of Great Britain as many now deem it to be.”

The remedy for our depressed interests is here revealed to us in language that cannot be mistaken. In the same Circular of 1844, we find the following still more impressive language: “But it ought not to be forgotten that the planter may keep back his supply, and that finally he may change his object of cultivation from one description of produce to another; it being undeniable that, without adequate return, he cannot pursue his natural calling. It is true that slave labor is said to be in a different position from free, and to present a difficulty to a certain extent.—But the question is only one of degree; and the same reasoning eventually must apply to all cases. If cotton cannot be grown to pay at the present rates, it is assuredly certain it will not be raised; and in spite of every argument to the contrary, it is hardly possible to suppose that, at five cents (which according to existing quotations, will be the average of the crop) planters will be induced to either grow or sell. The future is involved in doubt; but the preponderance of the reasoning is in favor of cotton, and the evidence of this is daily manifested in increasing confidence and extensive sales.” This view of the subject may be said to illuminate the path before us, and very sensibly points out to us two very and sensible practicable modes of working out our deliverance from the capricious *thralldom* of a foreign market. The first useful lesson here impressed upon us is, that by regulating the quantum of the cotton crop so as not to exceed the demand, we shall succeed in reclaiming our lost control, and at once invest ourselves with the power that properly belongs to all producers, of regulating the price. The second no less important lesson indicates an alternative somewhat inseparable from the practical adoption of the first. For should the cotton Planters of the South resolve on a sudden reduction of the crop, commensurate to the demand, it is manifest some new direction must be given to their surplus capital



and industry.—This division of labor and investment of capital would obviously tend to the establishment of manufactories among us—the policy of which, we believe, will not be questioned. For what the agriculture of the south at this time especially needs is a comparative diminution in the growth of cotton, and a wider and more extensive market—both of which will be effectually secured by the introduction of manufacturing establishments among us. It would seem to be a waste of time to attempt to show that such establishments would promote the consumption of our own products,—the interests of our own mechanics—the exchange of a portion of our raw material for our own fabrics at a low price; and thereby inducing economy. The objection so triumphantly urged a few years since by our northern brethren to those rival establishments, has become obsolete, by reason of the complete success that has crowned the recent experiments throughout the South. With the raw material growing in juxta-position to manufactories, inviting its conversion into fabrics of more universal use than all others, and thereby creating a third market, we flatter ourselves that this triple alliance will be found to achieve as many if not more philanthropic blessings to the cotton planters of the slave-holding States, than did the Holy Alliance for the crazy monarchies of Europe. With the whole of Europe dependent on us, with two rival markets at home, holding the raw material in our own hands, and the mouths of our population well supplied with meat and bread, who shall gainsay, if we choose to move the lever of Archimides against the world.—The inquiry here instantly arises, why is it that these immense advantages are thus suddenly unfolded, hitherto unappreciated and unenjoyed. The answer is at hand. The characteristic eagerness of the Southern planter to accumulate, with the knowledge of the fact as verified by 40 years experience that he possesses a staple prized above all others in the market of the world, he has been all the while deluded with the dream, that like the precious metals, those markets would never be heard groaning under an excess of it. Besides, the large surface of country over which cotton is planted, has presented a serious obstacle to that concert and union of action on the part of the planting community, in devising a plan to counteract the evil tendencies of the market.

Should our views of the proper remedy for the existing evils so much complained of by the planting interests of the South, be deemed sound and acceptable, we are confident in the belief that in their practicable prosecution, many important improvements will be realized in our planting economy. A very mischievous error has long prevailed in the economy of the Cotton planter, attributable to his predominant desire to make a large crop, as exhibited in its careless preparation for market. Should we resolve on a general curtailment of the cotton crop, the planter with the opportunity thus afforded of exercising more care in the management of his own crop, would not only greatly enhance its value, but would actually real-

ise a larger income from a less expenditure of labor. Indeed, the exercise of this superior care, were it more universal, would perhaps, after all, be found the best corrective of the over-production of the crop. For if the superior quality of a moderate crop compensates for the diminished price of a large crop, we are certainly the gainers in a two fold sense, just by increasing the price proportionably to the diminution of the crop—besides leaving us in addition a large excess of available labor and capital. The subject of preparing cotton for market, is one deserving the serious attention of the planter, involving as it does a plain question of dollars and cents. The classification in the prices current in New Orleans exhibits usually a discount of from ten to fifteen per cent in the gross amount of an indifferently prepared crop. No practical planter should lay himself liable to such a disreputable tax on his character and his purse. Again, a very pernicious opinion prevails to a great extent among our planters, that success in agricultural pursuits depends more on the number of acres cultivated than on the science and skill of the cultivator—more in the amount of labor bestowed than on the skill with which it is applied. This opinion might have been just fifty years ago, when the lands were new and unexhausted of those principles of fertility which had been accumulating for years by the decomposition of vegetable matter—but such opinions now, in their effects, must be ruinous to the country, as they form the most insurmountable obstacles to the diffusion of such knowledge and practical skill, as would enable us to restore to its original fertility, lands which have been exhausted by such injudicious husbandry. By diminishing the aggregate cotton crop of the country and giving a more diversified direction to a portion of the capital and labor that has been devoted to its production, a new incentive would be presented to the planter to exercise more skill in improving the productive powers of his estate. The theatre of his vocation being extended, he would be prompted to read, converse, observe and make experiments; new avenues to knowledge would be opened; and prejudices in favor of old modes and old principles would soon give way to a spirit of enlightened inquiry, displaying itself in a well informed community of planters who should constitute the stamina of society. For it has been aptly said, if other classes of men are the marble that adorns, they are the massy granite that forms the strength and durability of the edifice.

As essentially connected with the preceding views, we deem it incumbent on the committee to disclose any new sources for the consumption of cotton that may have been discovered. In the report of Mr. Ellsworth, Commissioner of Patents, (a most invaluable document that should be found in the hands of every planter,) we find a new source of consumption proposed, which if reduced to practice, would more than absorb the whole annual product of the American crop. Though this suggestion on the face of it has so much the air of extravagance, its practicability is so highly recom-

mended by experiment and calculation, we feel it our duty to express our convictions in favor of it. This new source of consumption is founded on the proposition "that cotton is the cheapest, most comfortable, and most healthy material for bedding, that is known to the civilized world." Bold as this proposition seems to be—it is fully sustained by the following statement of the relative cost of a bed or mattress made of different materials as exhibited in Mr. Ellsworth's report. Cost of hair mattress, at 50 cents per lb.: 30 a 40 lb.—from \$15 a 20.—Wool do. at 30 cents per lb., cost \$13 25. Feathers do. 40 lb. at 30 cents per lb. cost \$13 62½. Moss or shuck mattress ready made, \$12: Cotton do 30 lb. at 8 cents, cost \$6 65; the cost of ticking at 12½ cents per yard, labor, thread, &c., are included in the above. The superior comfort and cleanliness of these beds is moreover fully established by the testimony of respectable individuals who have been using them. For it is added, "vermin will not abide in it: there is no grease in it as in hair or wool; it does not get stale and acquire an unpleasant odor, as feathers often do. Besides its advantages in all these particulars, it is in many cases medicinal—it being a known fact that raw cotton worn on parts affected, is one of the best and most effectual cures for rheumatic affections." Again many of us present can testify to the superior comfort and cheapness of an article that is coming into very common domestic use, most aptly called the "Comfort," made of "cotton bats" between envelopes of calico. An article that should have long ere this entirely supplanted the use of blankets on our southern plantations. For it encourages the consumption in a two-fold sense by combining cotton in both its raw and manufactured state in the formation of them—at an expense too of only one dollar and thirty cents. for an article fully equivalent in its use to four dollars worth of blankets.

In illustrating the amount of the consumption of cotton by this new application of it—the Report proceeds as follows: "The United States at this time is supposed to have 20,000,000 of inhabitants. It is fair to presume that, upon an average, it requires a bed for every three persons. This, then, would give (say) in round numbers, 7,000,000 beds or mattresses. To make that number, then, at 30 lb. to the mattress, it will take 210,000,000 lbs. of cotton, which at 400 lbs. to the bale, gives 5,000,000 bales." And further, "suppose Europe, which now consumes four-fifths of our raw cotton, should embrace these views and substitute it as an article of bedding, imagination could hardly conceive, and arithmetic could hardly calculate, the amount it would take to supply the demand." This exhibition of facts and reasoning is certainly entitled to the most serious consideration of the whole cotton-planting community. Deeply interested as we are in the opening of every possible avenue to the increased consumption of our great staple, we are here called upon by the strongest inducements to enforce and sustain the correctness of the above views.



Having thus presented our views on the permanent causes of the depressed condition of the agricultural interests of the South, with the suggestion of remedies deemed most effective, in our estimation, it becomes a matter of equal importance to inquire how these remedies are to be successfully applied. In accordance with the avowed harmony of feeling with which it is proposed this Convention shall be conducted, we have carefully abstained from proposing any action that may provoke a political disputation. Our reliance is on public opinion. Not, however, to be elicited in the Congress of the United States—nor in any other political body whose action shall extend beyond the local interests of the respective States. Our appeal shall be to public opinion in the form organized as we find it in the present Convention. Should the mere deliberative action of this Convention in sustaining the views submitted, fail in enforcing their general adoption throughout the South, we still believe that by a more direct and proximate appeal to the Planters in the several States interested through the medium of local Conventions, some efficient action may be aroused that shall ultimately result in their practical adoption. As before intimated, the want of a proper concert and union of action, has hitherto been the great obstacle to the perfection of any plan affecting their entire interests as a class.—The isolated expressions of opinion already elicited in every quarter of the South, give assurance, that nothing is wanting, but some public concentration of them to wake up the energetic action of the planters. Let Conventions be called, these subjects discussed and the Legislature of the respective States be invoked in some suitable form, and we predict a new era will break upon the destiny of the planting interests. Above all, let our public Journals and Agricultural Periodicals be more active and devoted in circulating useful information in reference to these peculiar interests of the South.—Having assumed that the demand and supply of our great staple are disproportioned, and that the remedy consists in restoring the equilibrium by a proportional diminution in its production; it is perfectly obvious that uniformity of action on the part of the planters will be indispensable to success, in determining the precise ratio of reduction with which the work of reform shall commence. It is believed to be susceptible of demonstration, that a reduction of one-third in the aggregate crop would again put the price up to ten or twelve cents, from the fact that even at that price there is no other known material that can be so cheaply converted into the article of clothing for man; for the past experience of our country shows that flax or wool could not compete with cotton at fifteen cents, on account of the greater expense that attends their conversion into clothing—and still more advantageously shows that in its production, we have no dangerous rival to dread. Brazil, the only country on the face of the globe, whose soil and climate offer any inducements to compete with us in the growth of cotton, can never arouse her indolent population to any successful efforts in its cultivation.

The "threats" of England to introduce the culture of cotton into India, will evaporate into mere anti-slavery ebullitions, unless Sir Robert Peel can devise some process by which the Hindoo race may be superceded with his African "immigrants." The enterprising experiments made in 1834, with the aid of some of our experienced and skillful American planters, exhibit but a melancholy detail of the most disastrous results, and has probably taught her by this time that a penny of true wisdom is worth a pound of folly.

Let, then, the cotton planters of the South arouse from their *criminal* lethargy on this subject and evince to the world that this is their own business—that "they have the whole thing in their own hands," and that they are capable of managing their own concerns without invoking the peculiar *sympathies* of any of the modern new-fangled philanthropists of the day.

And though our northern brethren do of late so solemnly protest against "going with the multitude to do evil," we hope they will at least go on expanding their "*organic*" machinery for the reception of our raw material. For they may be assured in our "measures of regeneration," we do not propose to interfere with any of their civil, social or religious rights. Inasmuch as our philanthropy in throwing its protection over a portion of the human race, shall prompt us only to increase their comforts and augment the price of labor.— And in conclusion, we would add, that in the consideration of this whole question, we regard the "supply and demand," in the light of the first reason given by the Mayor of a French town, why he had not fired a salute in honor of the King's arrival. He told the King (in making his excuse) that he had fifty four reasons why he had not honored him with a salute. The first was, he had no powder: "stop," said the King, "that will do." We therefore submit the following resolutions.

JOHN POPE,

*Chairman.*

*Resolved,* That it is the opinion of this Convention, that the present depressed condition of the cotton planting interests of the South, is entirely owing to the over-production of cotton, and that the crisis demands some immediate well concerted plan for restoring the equilibrium in the cotton market, by equalising the supply and the demand.

*Resolved,* That we believe it practicable for the planters of the South to form a compact, agreeing on some definite ratio of annual diminution of the crop (say about one-third) for a term of years—until they are in a measure relieved from the evils complained of, by a manifest revival of a satisfactory demand for their great staple.

*Resolved,* That inasmuch as the proposed reduction in the cotton crop, would give rise to a new direction of capital and labor, we recommend the establishment of manufactories in the South, as the most profitable investment for said capital and labor.

*Resolved,* That we believe any prompt and uniform action on the part of the cotton planters of the South, justifying the conclusion

that these proposed objects will be successfully carried out, would have a most salutary influence on the present price of cotton.

*Resolved*, Should the attempt in forming a compact among the Planters of the South, for a general reduction of the cotton crop fail, we consider it a paramount inducement for them to encourage not only in their own domestic economy, but by the manufacturing of the North, every new source for the consumption of the raw material.

*Resolved*, That we recommend it as an inviolable rule in the economy of every Planter, to raise an abundance of provisions and every species of grain and stock that may be required for the consumption of the plantation. And we do especially recommend the substitution of the "Comfort" for the woollen blanket as an article of economy, believing it to be cheaper, more healthy, and more comfortable for the use of the negroes.

*Resolved*, That above all, we believe the more frequent formation of Agricultural Societies in every Southern State, together with a more liberal patronage of Agricultural Periodicals on the part of Planters, would prove powerful agents for the correction of the errors most prevalent in our system of agriculture. and for inspiring a generous emulation for practical science so eminently conducive to the development of all the sources of wealth among us.



## REPORT OF THE COMMITTEE ON THE IMPROVEMENT OF THE NAVIGATION OF THE WESTERN RIVERS.

The subject referred to your committee, "the Improvement of the Navigation of the Western Rivers," would seem to embrace every stream in the west called a *river*. The committee, however, have not so regarded their duty, and in their report, have confined themselves principally to those great arteries of the Valley of the Mississippi, which, from the extent of country drained by them, the amount of population which they accommodate, and the shipping and travelling upon them, render them especially subjects of national importance, more immediately requiring the attention of the federal government.

We aver, then, that the Mississippi river and its principal tributaries need improvement, to furnish those commercial facilities which the wants of the people and the extent of the country drained by them require. We believe that they are susceptible of such improvement as will render their navigation easy, safe and expeditious. We aver that the right, power, ability and duty to make these improvements, belong exclusively to the federal government. Upon these positions, your committee base their report.

The valley of the Mississippi may be said to embrace an area of country, extending from the 29th to the 47th degree of north latitude, and from the Allegheny to the Rocky mountains—forming an unequalled body of arable land, embracing about one million two hundred and fifty thousand square miles. This valley may, with propriety, be denominated the heart of the Union, because it is destined, at a day not remote, to be the centre of the States, and the seat of the general government. Secured, as it is, by the mountains on the east and on the west, by the lakes and forests on the north, and by the Gulf on the south; possessing within its own limits all the means of sustenance and defence, the belief may be justly entertained, that it will continue to be the home and citadel of our republican institutions. Extending from the warm and sunny clime of the south to the frigid regions of the north; possessing every variety of climate and soil, producing almost every useful and rare plant known to the vegetable kingdom in abundance; containing but few acres, in its whole extent, not susceptible of improvement, and of being reduced to purposes useful to man; traversed by numerous streams and rivers, capable of supporting a greater amount of population, compared with the area of country, than any other portion of the habitable globe. Such a population, dense and more numerous than any to be met with on this continent will, at no distant day, occupy this valley. The cheapness of the means of subsistence, and the

inducements every where offered to the industrious and enterprising of every pursuit, have already rendered the tide of population irresistible, and is destined to increase with unexampled rapidity. Indeed, it is now found difficult to stay the settler within the limits prescribed by government. It is but a few years since this whole valley was a wilderness, untrudged by civilized man; now, there are within its borders nine States and two Territories, and a large portion of two other States. By the census of 1840, the population of the United States was ascertained to be seventeen millions, sixty-nine thousand, four hundred and fifty-three. The population of the States bordering on the Mississippi and its tributaries, including Pennsylvania and Virginia, was eight millions, four hundred and thirty-seven thousand, seven hundred and seventy-nine, or nearly one half of the whole population of the Union.

If we take one third of the population of the States of Virginia and Pennsylvania, and add it to the population of the nine States and two Territories which are within the valley of the Mississippi, (and this allowance is not too large for the portions of Virginia and Pennsylvania which lie within the valley.) we have a population of six millions, four hundred and sixty-one thousand, eight hundred and ninety-two, or over one third of the whole population of the United States. But the population of the western States, as has been shewn by every decennial census, for the last forty years, increases in a greater ratio than other portions of the Union. The average increase every ten years has been nearly fifty per cent. The enumerations taken by the States at shorter intervals, and with greater accuracy, establish even a greater average increase. But rapid and unexampled as has been, and still is, the increase of our population, we are convinced that for many years it will continue to increase in an accelerated ratio. The natural increase of the resident population will continue to augment our numbers, and emigration, we believe, will also increase. Every product of the animal or vegetable kingdom, necessary or desirable for the use of man, whether the growth of a tropical, temperate or frigid zone, may be obtained within this valley. All those agricultural productions especially necessary to the sustenance of life or the defence of the nation, are to be found to an extent greatly exceeding the wants of the resident population; yet the means of production are employed to a very limited extent, when compared with the whole extent and capacity of soil. Large tracts of fertile lands are as yet unsettled, and not a fiftieth part of those which have passed into individual hands, have been improved or cultivated as they may be, and doubtless will be, hereafter. For agricultural purposes, it is not claiming too much to say, that we have a sufficient extent of fertile soil to supply a large portion of the wants of the civilized world, and that these lands will be occupied, and draw to them the necessary population, is unquestionable.

The mineral and coal deposits of the valley must attract a large

population. From the peaks of the Alleghenies to the Rocky mountains, deposits of various minerals and beds of coal have been discovered. That these deposits are immense, almost beyond the scope of imagination, is well known; and that they will continue to furnish supplies for ages to come, is acknowledged. But imagination is puzzled to define their actual limits, for as yet, the explorer has hardly penetrated beneath the surface.

The manufacturing sites of the west, must also attract notice, and ensure the employment of capital and labor throughout the valley of the Mississippi. In nearly every district, may be found that important principle in mechanics—a *motive power*. This exists in her never-failing streams, or in her coal, by which steam may be produced. The facilities for manufacturing are certainly as great, if not greater, than those of any other portion of the world. Agriculture has hitherto been the absorbing pursuit, and the community has been content to look abroad for supplies of those articles which the manufacturer will soon find it to be his interest to produce in their midst. It does not require argument to prove that a country so extensive and varied in its climate, soil and resources, with its present and prospective population, may justly demand the fostering attention and consideration of that government, of which it is an internal and valuable portion. That it needs such attention, we will now attempt to show.

This valley is drained by rivers, a portion of them affording inland navigation for several thousand miles, as follows, viz:

The Mississippi, from the Gulf of Mexico to the Falls of St. Anthony, estimated at	2,200 Miles.
Red River, to head of navigation,	1,100 "
Arkansas, " "	900 "
Ohio, to Pittsburgh,	1,000 "
Missouri, to the highest point reached by steam-boats, (foot of the Rapids)	2,000 "
Illinois, to Ottawa,	250 "

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Total, 7,450 Miles.

If we add the length of navigation of rivers tributary to the Mississippi and the other rivers above mentioned, we have a total of more than eighteen thousand miles navigable for steamboats, varying in their tonnage from one hundred to twelve hundred tons. This extent of navigable water is unlike the sea coast in this, that there are two coasts or shores throughout its entire length, on which boats land and from which freights and travellers are received. The whole extent of country accommodated by these navigable streams may be set down at double the length of them—the main streams at eighteen thousand miles, or the whole at thirty-six thousand miles. It is not necessary, nor is it our purpose at this time to press the consideration of the improvement of all those rivers, or of the main streams to their entire extent. We believe the necessities of the commu-



nity can only be fully subserved by the improvement of the Mississippi and Ohio rivers, and their principal tributaries. Some of the tributary rivers have been, and others doubtless will be improved by the States through which they pass, although it may well be doubted whether the States have the right to improve any of them without the consent of Congress, most of them having been declared public highways by the national government.

The principle rivers throughout this navigable length are, more or less, obstructed by *snags, sawyers, sunken logs, and stumps*.

Another serious obstruction to the navigation, especially in low water, is the numerous bars. In the Ohio, Illinois, and Mississippi, above the mouth of the Missouri, where the banks and beds of the rivers are stable, the bars are generally composed of sand and gravel combined—are firm, and offer considerable resistance to the action of the current. In the Mississippi, from the mouth of the Arkansas to the mouth of the Missouri, in Red River, Arkansas, and Missouri, frequent bars are to be found, but these are composed of quick-sand, which, when slightly agitated, yields to the action of the current.—Bars of the latter description change their position with every change of the current, and with exceeding rapidity, forming new obstructions, and rendering it difficult for pilots, who pass over them at short intervals, to know all the changes.

The principle obstruction to the navigation of the Red river is an extensive raft in the bed of the river. This is formed of large masses of trees, or timber, carried into the stream and interlocked in such a manner as to cover nearly the whole surface; forcing the water to find an outlet by various small openings between the interlocked timbers. The *raft* commences about one hundred miles above Natchitoches, and extends up one hundred and sixty five miles, forcing the river into a marshy extension of about thirty miles. A passage has been opened by the U. S. Government through this *raft*, but it requires annual supervision, and the employment of boats properly constructed, to keep it open. Without this, the floating timber from above is carried into the channel, lodged, and soon reunites and extends the *raft*. If kept open for a few years, in a proper manner, and to a sufficient extent, it is believed the force of the current would deepen the bed and give permanency to the channel. A proper channel through the raft, sufficiently wide for the purposes of navigation, is indispensable, as the river is the only outlet for one of the richest sections of the country.

The other obstructions to the navigation, necessary to be noticed, are the falls of the Ohio, at Louisville, and the rapids in the Mississippi, at the mouth of the Des Moines, and at Rock Island. We shall notice them more particularly hereafter.

The removal of the snags, sunken logs, and similar obstructions, from the bed of the river may easily be accomplished by the use of *snag boats*, if they can be kept constantly employed, under proper

direction. The channel, when once thoroughly cleaned out, can be kept safe for many years at a very trifling expense.

In the opinion of the committee, the system now followed by the government, in the employment of snag boats, and the removal of snags, is entirely wrong and inefficient, and will not, so long as it is persisted in, result in the benefits which the friends of the measure anticipated, or which the country requires. At present, the selection of the field of operations, and the time and manner of executing the necessary work, has been placed under the supervision of the Topographical Bureau at Washington, and Topographical officers, as superintendants; who, however high they may stand in the scientific world, are not familiar with the actual character or condition of our rivers, and can never become acquainted with them by means of surveys or reports, so frequent and rapid are the alterations in their channels. Practically, they know nothing of the rivers, or the causes which produce changes in them, and they are too far removed from the place of work to direct the necessary operations with propriety, or advantage to the public. In our opinion, this branch of the public service should be placed in the hands of *practical men*—men who are familiar with the rivers, and the changes that have, and are likely to take place, and the causes which produce them. Such men can only be found among the navigators of the west.

We will here take the liberty to suggest the alterations in the system which, in our opinion, would result, not only in a saving to the government, but also in much practical benefit to the interests involved.

In the first instance, we believe that the western rivers should be divided into divisions and such subdivisions as would secure proper attention to every part, in proportion to their necessities. We would suggest the following as a suitable division. The Mississippi from its mouth to the mouth of the Ohio, the Red river and Arkansas, as one division. The Ohio, from its mouth to Pittsburg, and its tributaries, as another. The Mississippi, above the mouth of the Ohio, the Missouri, and Illinois, another. To each division, to superintend the necessary operations within it, disburse the monies, report to the proper department, &c., we would recommend the appointment of a superintendant; *who ought to be* a man familiar with the rivers within his district, the obstructions and impediments to them, and with the character and qualifications of western boatmen. We have suggested these points for the location of the superintendants, because the information on which they should act can be concentrated through the means of boats, and secure a prompt attention to new or urgent difficulties. They will also be able to promptly communicate with the snag boats, wherever situated.

Next, the appropriations for each river, or at least for each district, *should be specific*, and not subject to be applied to any other river or district, or any other purpose, without the consent of Congress. At present, the appropriations are made *generally*, for all

the rivers below the falls of the Ohio, and the amount to be expended upon each rests in the discretion of the head of the Topographical Bureau. This should be avoided, to give to the citizens directly interested in each stream, an assurance that full justice has been meted out to them. The apology which has heretofore been offered for the neglect of some of our rivers, has been the distribution made by the head of the Bureau of the appropriation.

Again, we believe that one or more snag boats should be assigned to each river, to be kept, at all times, in commission on the particular part or portion of the stream to which they are assigned. We suggest the following distribution, subject to such changes as experience may show to be desirable, viz: To the Mississippi below the mouth of the Ohio, Red river and Arkansas, three boats. To the Ohio and tributaries, one boat. To the Mississippi, between the mouth of the Ohio and the mouth of the Missouri, one boat. To the Missouri, two boats. To the Illinois and Mississippi, above the mouth of the Missouri, one boat—in all eight or nine boats. These boats should be constructed, in their draught of water and machinery to suit the particular rivers or divisions to which they belong, and power might be vested in the superintendant to employ them in any part of his division, when their services were not required in the stream to which they belonged. These boats, we insist, should be under the charge of experienced or well informed pilots or navigators, men who are familiar with the river in which they are placed, who know where the best channel is, where it *has been*, and where *it is* likely to go, if left to itself. They should be, to some extent, entrusted with the selection of the particular field of operations. Such is a brief outline of the change in the system of removing snags, sunken logs, stumps, &c., which we propose. Experience has shown that nothing is obtained by surveys of the channels and obstructions in these rivers. They often shift before the survey is completed, and consequently it is impossible that instructions can be correctly laid down by officers removed far from the locality of the difficulty, and knowing nothing of its character, except through these surveys. A large amount of the appropriations, heretofore made, for the removal of snags and such obstructions, to the western rivers, have been wasted in surveys, which, ere they were returned to the head of the proper department, were of no avail. These remarks do not apply to works of a permanent character. Such as the rapids in the Mississippi, or the falls of the Ohio. Whether those works of a permanent character, could not be more advantageously constructed by private contract, we leave to the wisdom of Congress, to determine.

The advantages to result from the plan we have proposed, are these: The superintendant would, at all times, be in a position to acquire correct information of the actual condition of every stream in his division. A boat could be immediately dispatched to remove any newly discovered obstructions. The lodgment of trees, logs, &c., which might divert the channel from its previous bed, could be prevented,



and thus a permanency given to the channel, as well as greater security in the navigation. A single illustration will show the force and propriety of this suggestion: At Doolin's slough, on the Mississippi, nine boats were wrecked in about fourteen days. The obstructions were afterwards removed in a few days by the snag boat, which unfortunately was not in the river when the obstruction was discovered and the damage sustained. At Turkey Island, several boats were lost by striking on a sunken log, which the snag boat, when it reached the place, some weeks afterwards, removed in about two hours.

It is the opinion of practical men, that these snag boats, by adding to them the necessary machinery, could be rendered doubly useful, in keeping open a channel over bars during low water. In the Mississippi, below the mouth of the Missouri, in Red river, Arkansas, and Missouri, the sand, of which the bars are composed; when slightly agitated, readily yields to the action of the current. The force of the current of itself is sufficient to deepen a part of the river over a portion of the bar. These boats with suitable machinery to plough or agitate the sand, it is believed, would greatly facilitate the action of the current, and keep open a channel over the bars, furnishing a passage for the medium class of boats, and at a time very desirable to the residents of the interior. It is also believed, that the snag boats with the addition of the proper machinery, might be profitably employed on the Ohio, Upper Mississippi, Illinois, Wabash, and Tennessee, (the two latter of which also require other improvements of a different character at the Tennessee shoals and the grand rapids of the Wabash,) in aiding the channels of those rivers, especially if the operation is facilitated by wing dams, of proper construction.

The plan which is here proposed, in contradistinction to the plan now pursued, it is believed will not involve a greater expense than the objects to be obtained merit. The U. S. Government at present owns several snag boats, which will probably be serviceable for several years. The addition of the requisite machinery, for dredging or ploughing the bars, would not cost much. She would probably have to build three or four new boats, the cost of which, with all necessary machinery and appurtenances, would be from \$25,000 to \$30,000. To run each boat, including the pay of officers and crew, provisions, fuel, repairs, &c., will, in all, cost from \$20,000 to \$25,000 per annum. We believe, that the whole cost, including the salaries of superintendants and all contingencies, need not exceed the sum last named.

The removal of the bars in the Mississippi below the mouth of the Missouri, in the Missouri, in Red river and Arkansas, or the deepening of the water on them, can probably be only affected by some such means as we have above suggested. They are so yielding that it is not possible to erect any permanent works upon them, and the channel shifts and changes with such rapidity, and from such slight causes, that it is almost uncontrollable. Experience, however, has

shown that the sand of which they are composed, rapidly yields to the action of the current when agitated. The bars on the Ohio, Illinois, and upper Mississippi, are composed of sand and gravel, are firmer, and admit of the construction of works, or dams, to confine the channel to a small space on the bar, where, by its own action, it wears the bar down. Wing dams have been constructed on several bars in the Ohio, and although they have not been entirely successful, owing probably to some imperfection in the construction, and the neglect of the Government in keeping them in repair, yet they have not been without their beneficial results. Properly constructed, and kept in repair, and the action of the current aided by machinery, it is believed, a channel might be kept open at the lowest stage of water, for the medium class of boats employed in these rivers.

There are a few rocks in the Mississippi above the mouth of the Ohio, which should be removed from the channel. They are detached from the shore of the river, stand out in the stream, and have been the cause of the loss of considerable property. They could be easily blasted off and thrown into deep water, or removed to the shore.

There are also some places on the Ohio which are obstructed by ledges of projecting rock, creating rapids. The most prominent of these are at Captina and Buffington, Le Tart Falls and the Grand Chain. For the extent of the obstructions from the rocks in the Ohio, and the facility with which they might be removed by the United States government, we refer to the report of Lieut. G. Dutton, of the United States Engineers, made in 1835. The removal of obstruction from rocks in the Mississippi and the Ohio, except the Rapids in the former and the Falls at Louisville in the latter, may be effected at a small cost to the general government. Yet it is a fact, well known to the whole country, that property in boats and cargoes have been lost on them to an amount greatly exceeding the probable cost of their removal.

The Rapids in the Mississippi at the mouth of the Des Moines, and again, at the head of Rock Island, about seventy miles from each other, urgently require the attention of the general government. At these Rapids, the river spreads out to greater breadth than at other points above or below, making the water shallow, and the descent being great, the channel crooked, and the current rapid, boats, drawing more than two feet water, are liable to strike on the rocks, by which they are either totally wrecked or greatly injured. The Rapids are formed by chains of rocks, running from shore to shore. Between these chains, and above and below the Rapids, the water is sufficiently deep. For a more particular description, we refer to the several reports which have been made to the Engineers department from surveys by Capt. A. M. Shreve and Capt. R. A. Lee. These obstructions may be removed by cutting a channel, say one hundred and fifty or two hundred feet wide, by four feet deep, through each chain. This would enable the largest class of boats employed in low water, to pass the Rapids at all times with

their cargoes. It is estimated that the work would cost, for the Lower or Des Moines Rapids, about two hundred thousand dollars; and for the upper or Rock Island Rapids about sixty thousand dollars.

Some years ago, an appropriation was made by the United States government for improving these rapids. The work was commenced and prosecuted by Capt. R. A. Lee, until the appropriation was exhausted. Since then, nothing further has been attempted: but the little then accomplished was sufficient to prove the practicability and utility of the undertaking. Capt. Lee's plan was to follow the channel, and deepen the deepest part of the river. Others, who have devoted much attention to the subject, believe that the work could be done for less money, and in less time, and that it would give great additional facilities to navigation if the rocks were excavated, and the channel cut out along the Iowa shore.

The imports and exports to and from Iowa, and the Northern part of Illinois; the lead and other articles from Galena and Wisconsin; lumber from St. Croix and the head waters of the Mississippi; the supplies for the Indians and United States forts on the Mississippi, have to cross these rapids—are subject to the dangers they create, and the increased charges and freights imposed by them. Steamboats, when ascending or descending with freights, are compelled to discharge their cargoes into flat boats, of light draught in which they are conveyed over the rapids. In ascending, the flat boat is towed up by horses or oxen, a distance of about twelve miles, at each rapid. In descending, they are floated down by the current. This transshipment is not only attended with great delay, but with heavy expense to the freighters; and so far as it affects the exportation of the produce of the country, or the importation of its necessary supplies, is a clear loss to the resident citizens. By a comparison of tables of freight and charges made when the water was high enough for boats to pass the rapids without discharging their cargoes, with freights and charges when the water was too low, it has been ascertained that the increased charges are about one hundred and fifty per cent. When the extent of the lead trade of Galena, Wisconsin and Iowa, is considered, (about seven hundred thousand and pigs in 1845,) the largest portion of which has to be exported when the waters are low, the amount of agricultural and other products, and the imports of necessary articles from other parts of the Union, and from foreign countries, amounting to several millions of dollars annually, all of which is subjected to this increase of freight and charges; and when to this, we add the number of travellers passing and repassing, which may safely be set down at from twenty to thirty thousand annually, who are subject to the same increase of charges on this account, some idea may be formed of the amount of injury which the community sustains, over and above the loss from the detention and injury to boats and cargoes. It is asserted by men, practically informed on the subject, that the increase of freights



and charges caused by these obstructions would, in any one year, more than quadruple the cost of all needful improvement.

The falls in the Ohio at Louisville, offer another serious obstruction to the navigation of the Western Rivers, which bears heavily upon the people of the west. At this point, there is a fall of twenty-five feet in a distance of two miles. In high stages of the river, boats can ascend and descend, but at a medium, or low state, they cannot pass up or down. To facilitate the passage round, and to save expense and injuries resulting from unloading, and a laborious portage of two and a half miles, a canal was constructed, under a charter granted by the Legislature of Kentucky in 1825, in which, the United States Government became a stockholder to the amount of two thousand, two hundred and nine shares, and upon her stock has received more than the whole amount of her investment. This canal undertaken and completed with the best of purposes, and in accordance with the opinions then entertained of the extent of the trade, and the magnitude of the vessels in which it would be carried on, has proved inadequate to the necessities of the country, and the tolls allowed by the charter turn out to be exorbitant charges upon the commerce of the people of the west. All the shipping which passes along the Ohio, is subjected to these tolls. The extent to which it is necessarily used, the profits which the stockholders derive from it, the fact that the tolls in a few years amount to the value of the boats compelled to pass regularly through it, are sufficient to induce inquiry, and ought to lead to a change. Besides, the locks are too small for the passage of the largest class of boats, and there is not sufficient width or depth of water in the canal above the locks for such vessels as are essential to the immense commerce of the river.

As a committee has been appointed by this Convention to report upon the improvement of the Ohio river, and as a very lucid and able report has recently been made by Capt. Cram, of the Topographical Engineers, embodying every information desirable upon this subject, we deem it unnecessary to press it further.

The committee have now, in general terms, shewn something of the extent of country, population, length of navigable rivers, their character, the nature of the obstructions, and the facility with which they may be removed. The work of removing these obstructions and keeping the channels in order, we aver, to be the duty of the federal government, and that that power alone has the authority and means to do it.

As early as 1787, the Congress of the Confederation, in "an ordinance for the government of the territory of the United States northwest of the river Ohio," declared, as a fundamental article of the compact, that "the navigable waters leading into the Mississippi and St. Lawrence, and the carrying places between the same, shall be common highways, and forever free, as well to the inhabitants of the said territory as to the citizens of the U. States, and those of any other States that may be admitted into the confederacy, without any

tax, duty or impost therefor." From that day to the present time, the Mississippi and its tributaries have remained public highways, so declared by the supreme law of the nation, and over which the States have no sufficient jurisdiction to enable them to erect works for the improvement of the navigation. In many instances, these rivers are the dividing lines between States, and if the States had the right, and the means, to make the necessary improvements, there could not be that unity of purpose and action requisite to their successful prosecution. Every effort to effect an improvement by the United action of the States has, as yet, been unsuccessful. An attempt was made to improve the Ohio river in 1817—1819, by the combined action of the States of Ohio, Pennsylvania, Virginia, Kentucky and Indiana, which resulted in nothing more than a survey and report. Attempts, with nearly the same success, have been made by Indiana and Illinois, having for their object, the improvement of the Wabash. The plan of improving the navigation of rivers by States, singly or combined, must be admitted to be wholly impracticable.

The intimate manner in which the commerce of the west and east is blended, and their importance to each other, is strongly exhibited in the great exertions which have been made, and are making, and the large amount of money and labor expended in the construction of canals and rail roads, to connect the valley with the sea coast. Millions of dollars have been appropriated, and works of herculean labor have been undertaken, or are projected, for this purpose. Some have been completed, but those projected and completed are not deemed sufficient, and others are daily proposed. In this noble enterprize of connecting the east, the middle States, and the south, with the valley of the Mississippi, all are engaged; yet it must be apparent, that so long as the navigation of the rivers is impeded, and commerce and the transit of persons subjected to increased burdens and dangers, but a portion of the object desired will have been obtained. Whatever connections may be made between the west and the east, and through whatever channels the commerce of the one may reach the other, still, by far the largest amount of that commerce must pass over a portion of these rivers. They are now, and will continue to be, the channels by which the country must be drained of produce, or supplied with its imports. It requires no argument to prove, that every charge or risk upon the carrying business of the country is, to its full extent, a loss to the producer. The eastern manufacturer, who sends his products to the west, must submit to a diminution of his profits, equal to the increase of freight and risk arising from the dangers of navigation. The lead of Galena, which passes nearly the whole length of the Mississippi, and is subjected to all the hazards of the navigation of that stream, besides the increase of charges at the Rapids, brings no more when it reaches market, to the owner, than the lead of southern Missouri, which is carried only half the distance, and is not subject to the dan-

gers of the upper rivers, or to the expense of crossing the Rapids. The producer loses the difference.

In addition to the facts, that the United States government has the exclusive jurisdiction over these rivers, and is the only power competent to make the improvements suggested, and that the whole people of the Union are interested in their being made, there are other considerations which demand the early completion of them.

The United States Government has already, by her action, acknowledged this work of improvement to be legitimately national. The first direct appropriation for the western rivers was made under the administration of Mr. Monroe. Since then, the obligation has been acknowledged by each successive administration, by further appropriations. Unfortunately these appropriations have, generally, been less than were required for the completion of the several works; they have not been continued from year to year; and improvements commenced and partially executed, one season, have been destroyed and rendered useless by the failure to make appropriations the next, or by neglecting to keep them in repair after they were completed. In this way, much of the money appropriated to the west has been rendered of no avail.

As a means of defence, the United States Government should improve the navigation of the western rivers. In the event of war with a foreign nation, or of civil commotion at home, the troops, munitions and subsistence stores, must be transported on some of these streams. Certainty and celerity in the means of transportation, are necessary to success in war. This could not be confidently relied upon if the rivers remain in their present condition. Even now, the United States Government has large amounts at risk upon these rivers, and her losses, annually, would be large, if it were not for the fact that the private responsibility of the officer or contractor is interposed. As it is, the cost of army supplies, transportation of munitions of war and of Indian supplies, is increased to the extent of the increased freights, insurance and charges, which result from the obstructions and dangers of navigation. The United States Government, or her contractors and officers, are compelled to transport annually on the rivers—

For the fulfilment of Indian treaties, and in connexion therewith, property equal to	\$960,858
For her military posts, provisions and munitions of war, transportation of troops, and other expenses in connexion therewith, about	1,834,000
The receipts of the various Land Offices, most of which have to be transported on these rivers to the place of deposit, and again to the point of disbursement,	2,000,000
Total,	<u>\$4,794,858</u>

From the foregoing, some opinion may be formed of the direct in-



terest which the government, as a shipper, has in the improvement of western rivers. It is impossible to arrive at the expense incurred by the government in consequence of the impediments and risks of navigation, but, it is believed, that in every five years, it will equal the sum necessary to effect these improvements. The white population is extending westward—and the recent migration of our own citizens to Oregon, and the annexation of Texas to the Union, will compel a further and wider extension of the military, as well as the civil arm of the government, and will, at the same time, increase the necessity of providing safe and expeditious means of communication with every part of our wide spread territory. This must lead to an increased expenditure, including the increase of charges arising from the obstructed condition of the rivers.

As a matter of interest, aside from duty, the United States Government should improve these rivers. She is the chief and most extensive landholder, and whilst something is due, in this way, to the pioneers who have settled the country and given an increased value to her territory, the further sale of her large domains would be accelerated by it. The following table, which is very nearly accurate, will shew the number of acres hitherto sold by this government, and the amount remaining unsold, omitting fractions, in the States and Territories of the Valley of the Mississippi:

	SOLD.		UNSOLD.
In Ohio,	14,000,000	Acres.	11,000,000 Acres.
“ Indiana,	14,000,000	“	9,000,000 “
“ Illinois,	12,000,000	“	22,000,000 “
“ Missouri,	8,000,000	“	35,000,000 “
“ Alabama,	10,000,000	“	21,000,000 “
“ Mississippi,	9,000,000	“	20,000,000 “
“ Louisiana,	3,000,000	“	25,000,000 “
“ Arkansas,	2,000,000	“	29,000,000 “
“ Wisconsin & Iowa,	2,000,000	“	50,000,000 “
	<hr/> 74,000,000		<hr/> 222,000,000

Here, it is seen, that the government has sold about seventy-two millions of acres, from which she has derived about one hundred millions of dollars, and she has yet more than two hundred millions of acres to dispose of. Her territory west of the Mississippi, and not included in the States, is estimated at seven hundred and fifty millions of acres. The money she has derived from the sale of lands has gone into the treasury of the nation, and has been appropriated to the general expenses of the country. It has been applied to the payment of the national debts, to the protection of commerce by sea, and the erection and maintenance of light houses, break waters, &c., &c., upon the sea coast; whilst a very small fraction has been expended in the west, or in the improvement of western rivers.—By then, the people of the west, who contribute to the treasury of the nation in the price of their lands, and pay their portion of

the duties from which the residue of the revenue of the nation is derived, have some right to expect that their appeal in behalf of objects so important, will not pass unheeded.

The government has always manifested a lively interest in the protection and encouragement of foreign commerce, and for the naval establishment she has expended, from 1791 to 1840, one hundred and fifty-five millions of dollars. For the army, fortifications, arsenals, &c., in the same time, two hundred and sixty-three millions of dollars. For the encouragement of one branch alone, the fisheries, she paid, from 1821 to 1842, five millions, three hundred and thirty-six thousand, one hundred and six dollars. For the erection of light houses, the pay of keepers, &c., she, in 1844, appropriated four hundred and twenty thousand, two hundred and eighty-five dollars. Of these appropriations of the nation's money, we do not complain, but we cannot see the propriety of an exclusive devotion of the public treasure to the protection of external commerce to the total neglect and injury of internal trade. This internal commerce is the basis of the prosperity and vastness of the other.

Avoiding, as far as practicable, unimportant details, we will refer to a few facts in relation to the value of the foreign and internal commerce of the United States, for the year 1844.

The domestic exports from the United States, for 1844,

is stated by the Secretary of the Treasury, at	\$99,715,179
Exports of foreign merchandize,	11,484,867

	\$111,200,046
Value of imports for same year,	108,435,035

Of the domestic exports seventy-five millions of dollars were agricultural products, leaving twenty-four millions of dollars for the products of manufactories, mines, forests, fisheries, &c. Of the whole ninety-nine millions of dollars, of domestic products, it may be safely claimed, that the Valley of the Mississippi furnished one half or more.

It is proper to remark, that the products of the Valley of the Mississippi are sent to the sea coast, for consumption and for foreign markets, through various channels, so that entire accuracy as to the amount furnished, is not attainable, but sufficient is known to demonstrate our position. It may be safely assumed, that one half or more of the products of the Valley of the Mississippi reach the seaboard by the lakes, by the Pennsylvania and Ohio canals, and other channels of transportation; whilst the other half is sent by New Orleans, Mobile and other southern ports. The imports to the west are made through the same channels, but not in the same proportion. The lighter and more costly articles of merchandize are imported by the lakes, or by the canals of Pennsylvania, Ohio and Indiana, and the rail roads of Maryland. Heavier articles are received by the southern route. According to the report of the Secretary of the

Treasury, to which we have alluded, the domestic exports from New Orleans and Mobile, in 1844, amounted to \$39,348,929

The domestic exports by the lakes, which cannot be ascertained with the same precision, may be set down at\* 35,000,000

By the Pennsylvania, Maryland and other routes, estimated at† 10,000,000

Total, \$84,348,929

Here, then, we have some evidence, that the Valley of the Mississippi has furnished within fifteen millions, three hundred and sixty-six thousand, two hundred and fifty dollars, of the whole amount of the domestic export trade of the Union. In return for this, there were imported into the west a still greater amount, in the shape of foreign goods, and articles manufactured by citizens of other portions of the Union. By statistical tables prepared in New Orleans, it appears that from 1st of September, 1844, to the 31st of August, 1845, the receipts of the principal staples from the interior amounted to the sum of fifty-seven millions, one hundred and ninety-nine thousand, one hundred and twenty-two dollars. In the previous year, they amounted to sixty millions, ninety-four thousand, seven hundred and sixteen dollars. Upon the supposition that an equal amount was carried out by the lakes and other routes, we have an aggregate commerce, in the products of the valley alone, of one hundred and fourteen millions, three hundred and ninety-eight thousand, two hundred and forty four dollars—exceeding the whole export trade of the Union. To this, we must add (to ascertain the value of the internal trade of the valley) the imports, which we set down as equal to our surplus products, giving a total of two hundred and twenty-eight millions, seven hundred and ninety-six thousand, four hundred and eighty-eight dollars. If to this be added a due allowance for our excess of imports over our exports, brought in or consumed by emigrants—imports on account of the trade with New Mexico, the fur trade with the Indians, army and Indian supplies, and the internal trade in the exchange of the commodities of one section of the valley for those of another, we may safely set down the commerce of the valley of the Mississippi, at from two hundred and fifty to three hundred millions of dollars. A commerce of such value will not long be left to its own protection by a wise and provident government.

\*Col. Albert, chief of the corps of Topographical Engineers in 1843, in his report, sets the trade of the lakes down as follows:

Total amount of imports in	\$33,483,441
“ “ “ exports “	32,342,581

Aggregate of the lake trade over	\$65,826,022
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†This estimate is made up from such returns as we have met with from the various inland routes, discarding, as far as practicable, those articles which were not properly the products of the west.



The extent of this commerce is exhibited also in the number of vessels employed, the capital invested, and the number of persons engaged in it. It may be said to employ from twelve to fifteen hundred vessels, exclusive of keel boats, barges and flat boats. On the lakes, there are, including steamers, ships and brigs, rising of four hundred vessels. On the waters of the Mississippi and its tributaries, in 1843, there were employed six hundred and seventy-two steamboats. One hundred and twenty-nine were built during 1844, giving a total of seven hundred and ninety-one. Of this number, a portion have been lost or worn out. By the report of the Secretary of the Treasury, for 1844, it appears that the following amount of steamboat tonnage was enrolled and licensed at the respective districts, viz:

At Pittsburgh,	9,233 Tons.
“ Wheeling,	1,340 “
“ Pearl River,	378 “
“ New Orleans,	19,321 “
“ St. Louis,	16,664 “
“ Nashville,	5,666 “
“ Louisville,	7,114 “
“ Cincinnati,	13,137 “

Total, 144,150 Tons.

In the districts above named, there were built, during the same year, one hundred and twenty-nine steamboats, having an aggregate tonnage of twenty-five thousand, eight hundred and twenty-six tons, giving a fraction over two hundred tons to each boat. By this average, the enrolled and licensed tonnage would show that there are on the waters of the valley, seven hundred and twenty steamboats. Our information leads us to believe that the number is greater. Besides these, there were employed on the various rivers during the year, about four thousand barges, keel and flat boats. The original cost of constructing steamboats ranges from ten to fifty thousand dollars. If we place the average at twenty-thousand dollars, we have the total cost of seven hundred and twenty boats, fourteen millions, four hundred thousand dollars. This is the capital invested in their construction. Add the cost of running them for the average time they may be employed, say one hundred and eighty days in the year—the pay of officers and crew, fuel and supplies, insurance, interest on investment, wear and tare, and one hundred dollars per day for each boat, and we have for this item seven millions, nine hundred and sixty thousand dollars, or a total of twenty-two millions, three hundred and sixty thousand dollars. This is believed to be a fair estimate of the amount invested in steamboats on the Mississippi and its tributaries.

Independent of the cost, a large portion of the population are directly or indirectly concerned in this trade. If we allow twenty persons to each steamboat, for officers and crew, there are fourteen thousand four hundred employed in the navigation of western rivers.

Add the persons engaged as owners, shippers, citizens employed in building and repairing, persons engaged in furnishing materials and supplies, through all the ramifications and connexions of this trade, and some estimate may be formed of the immense number of persons affected by its prosperity or depression. To the persons so engaged, may be added the many millions whose lives and property are embarked on these vessels, and in whose safety the whole country is interested. Of the number of these interested we have no sufficient data upon which to predicate a positive statement, but it may be set down at several millions, including persons from every State, and nearly every neighborhood, town or city in the Union. The rivers are the great and principal thoroughfares of travel, and must continue to be so from the ease and comfort afforded by the elegance and luxury of the boats. The lives of the passengers are not only periled by the dangers of the rivers, but they generally bear with them a large amount of valuable property which cannot be included in any estimate of the commerce or carrying business. That the lives of valuable persons are liable to be sacrificed by the dangers to which we have alluded, all know. By the loss of the *Eliza* in the Mississippi, a few miles above Cairo, and of the *Shepherdess*, four miles below St. Louis, nearly one hundred souls perished, and an immense amount of property, consisting of the baggage of the passengers, was lost.

It is impossible to arrive at the precise amount of losses sustained by owners, shippers and passengers in the navigation of western rivers. Enough, however, is known to warrant the assertion that a greater amount has been lost in eight years than would be required to make all the improvements asked for. We subjoin an extract from a report made in 1844, by a committee appointed by the citizens of St. Louis:

"A few facts in relation to the loss of property must suffice. By a statement from the books of the insurance companies, for four years preceding the 1st of November, 1844, we find the losses sustained upon boats and barges on the rivers, amounted to one million thirty-six thousand, and sixty dollars. During the same period, it was estimated by the chamber of commerce, six hundred thousand dollars more had been lost by insurance companies, not of this city, making a total of one million, six hundred and thirty-six thousand, and sixty dollars, of which, above three-fifths was lost above the mouth of the Ohio. Since the above date, we find by the books of the insurance companies, a loss within two years, of two hundred and forty-eight thousand, four hundred and sixty-one dollars, making a total in six years, of one million, nine hundred and eighty-four thousand, five hundred and twenty-one dollars. The last item includes no part of the losses sustained by distant offices, which has been estimated at two hundred thousand dollars more. The above amounts include no property uninsured. During the above period, thousands of persons have had the earnings of years, their whole

property, the support of themselves and those dependent upon them, engulfed in a few minutes, and been thrown upon the charities of the world, destitute of every thing; to which must be added the untold sum of misery and disease engendered by the exposure and privation arising from these calamities."

From the same report we learn that in 1839, the whole number of boats lost was forty, of which thirty-two were entire losses; twenty-one were snagged, seven struck upon rocks and other obstructions. Those destroyed by snags were as follows: In the Mississippi eleven in the Missouri four, in the Ohio four, in the Yazoo one, in Red river one. In 1840, the number lost by snags is set down at twenty-one; of these twelve were in the Mississippi, four in the Missouri, three in the Ohio, one in Illinois. The whole number of losses reported for the year, were forty-one. In 1841, the whole number reported as lost was forty-nine; of these, twenty-four were lost in the Mississippi three in the Ohio, one in the Missouri, and one in Arkansas. For the years 1842-3, they report the entire loss of twenty-five boats, owned and engaged in the trade of St. Louis alone, amounting to five thousand, three hundred and ninety-two tons, and valued, with their cargoes, at five hundred and eleven thousand, five hundred dollars. They report the total loss of twelve other boats, not owned but engaged in the trade of St. Louis, having an aggregate tonnage of two thousand two hundred and twenty-five tons, and valued at two hundred and fifty-seven thousand dollars.

This statement of losses does not include partial injuries which are more numerous than the total losses, and in the aggregate, will amount to nearly an equal sum.

Enough has been shewn of the extent and value of the internal commerce of the west, of the number of persons engaged, of the dangers and losses which have been incurred, to justify the appeal which we now make to the justice and liberality of the national government. We do not ask much compared with the extent of the interest involved, but what we desire should be promptly given, and should be continued until the required improvements shall have been accomplished.

The committee report the following resolutions for the consideration of the convention, and recommend the adoption thereof.

1. *Resolved*, That the communication between the Gulf of Mexico and the interior, afforded by the navigation of the Mississippi and Ohio rivers, and their principal tributaries, is not only indispensable to the commerce of the country, but necessary for its defence in time of war.

2. *Resolved*, That the improvement and preservation of the navigation of those great rivers, are objects as strictly national, as the improvement of harbors on the lakes, or the Atlantic coast; that such improvements are deemed by this Convention impracticable by the States, or individual enterprize, and call for appropriations of money: by the national government.



3. *Resolved*, That the Louisville and Portland Canal, around the falls of the Ohio river, is inadequate to the trade of said river, and a canal of larger dimensions is required for the accommodation of the increasing commerce of the country necessarily passing that point on the Ohio.

4. *Resolved*, That this report and the foregoing resolutions be printed and transmitted by this Convention to the Congress of the United States.

A. B. CHAMBERS, *Chairman*.

## REPORT ON THE IMPROVEMENT OF THE CHANNEL OF THE MISSISSIPPI RIVER, OPPOSITE THE CITY OF ST. LOUIS.

*The Delegates from the City of St. Louis, submit the following Report and accompanying Resolutions, upon the subject of obstructions in the Mississippi River, opposite St. Louis, to the consideration of the Memphis Convention, and recommend the adoption thereof :*

The City of St. Louis is placed on a permanent and commanding site, the foundation being a limestone bluff of sufficient elevation above high water mark. It is eighteen miles below the junction of the Mississippi and Missouri rivers, and about forty below the mouth of the Illinois. The United States Arsenal is on the bank of the river adjacent to the southern limits of the city, and Jefferson Barracks eight miles further down. St. Louis being the first convenient location for a city below the mouth of the Missouri, is naturally considered the head of navigation for the larger class of steamboats trading to New Orleans, as it is the stopping point of the smaller ones engaged in the trade of the upper Mississippi, Missouri and Illinois. It is consequently at this point that the changes and transshipments take place, necessary to forward to market the vast agricultural and mineral products of Iowa and Wisconsin, and the most fertile and productive portions of Missouri and Illinois.

The imports and supplies for those regions necessarily are furnished by, and pass through St. Louis, which renders it the grand emporium of the trade of the upper valley of the Mississippi, as evidenced by the fact of its being next to New Orleans, the greatest steamboat port in the west, if not in the world. Its tonnage, as registered at the United States Custom House, (the city being also a port of entry,) amounts to twenty thousand four hundred and twenty four tons, against fourteen thousand seven hundred and twenty seven, in the year 1842; an increase of nearly 40 per cent in three years. In addition to this amount owned at St. Louis, as much more tonnage is required by its trade during the spring season, which is furnished from New Orleans and the cities on the Ohio river. The total of steamboat arrivals at St. Louis, was, in 1839, fourteen hundred and seventy six, with an aggregate tonnage of 213,193 tons. In 1840, the arrivals were seventeen hundred and twenty one—tonnage, 244,185. In 1844, the arrivals were two thousand one hundred and five; and tonnage 371,691, of which eleven hundred and twenty one arrivals took place in the months of March, April, May, June, and July, giving nearly eight per day. The arrivals and aggregate of tonnage this year, will be equal to those of the last, although the Missouri and Illinois rivers, have been for the last two months, at

most closed to navigation, by unusual low water. The arrivals for the month of May, alone, this season were *three hundred*, (nearly ten per diem,) with an aggregate tonnage of 55,024 tons. From these figures, some idea may be formed of the vast amount of the commerce, dependent for many facilities in its transaction, upon the city of St. Louis, and which, as the gradual increase proves, is yet in its infancy. What this commerce, now believed to exceed fifty millions of dollars per annum, will amount to in time to come, when Missouri and Illinois, Iowa and Wisconsin, shall be thoroughly settled and cultivated, and the trade of Oregon, New Mexico and California, flow down the Missouri, it is impossible even to conjecture.— From the records kept by the Harbor Master, it appears that 50,000 bags coffee, worth \$600,000; 150,000 bags salt, worth \$200,000; 12,000 hhds. sugar, worth \$700,000, and 200,000 packages of merchandise; consisting of dry goods, boots and shoes, hardware, cutlery, furniture, fancy articles, &c., &c., which may be estimated at fifty dollars a package, at about \$10,000,000, will be landed and received at St. Louis this year, *eleven and a half millions*, for only a portion of the numberless articles imported. Four of the heaviest articles of export are selected, further to illustrate the increase of this commerce. The lead received and shipped from St. Louis was in 1841, 453,000 pigs. In 1845 the amount will exceed 700,000; say 50,000,000 pounds, worth \$1,600,000. Of wheat and flour, the receipts in 1841 were, (in bushels wheat,) 1,107,000 bushels. In 1845, the amount will be from a million and three quarters to two millions of bushels, worth over \$1,200,000. The tobacco shipped in 1841, was nine thousand hhds. This year the receipts will go to 15,000 hhds—worth over \$1,000,000. The hemp crop of 1841, landed at St. Louis, was 1000 tons. In 1845 it will go to 10,000 tons—worth \$700,000. The amounts of these two last important staples, are less than usual this season, owing to short production last year, and the difficulty of getting them to market this fall, from the low stage of water in the upper rivers. To these articles must be added pork, bacon, lard, beef, bagging, bale rope; wool, furs and peltries, beeswax, corn, oats, hides, flaxseed, castor oil, beans, butter, cheese, onions, potatoes, tallow, hay, horses, mules, cattle; hogs and sheep, amounting to more than three millions of dollars; and which with two millions of specie, go to make up the list of our exports, and balance in part the imports. It must be remembered, that the returns for the heavy amounts of dry goods, sent to New Mexico, are mostly made in specie—and that a vast amount of capital is annually brought into the country by emigrants; in the shape of merchandise, which is permanently invested, and requires no corresponding export to offset. This fact, in connexion with the amounts supplied to the government for army subsistence and its Indian operations, if borne in mind, will reconcile the apparent discrepancy between the imports and exports.

That the improvement of St. Louis, has kept pace with the wants



and necessities of this commerce, the following comparative statement of its increase in population and wealth since the year 1830, will abundantly show: The population of the city was—

In the year 1830	5,852 souls.	Taxable property,	1,144,000
" " 1835	8,316 "	" "	2,222,000
" " 1840	16,291 "	" "	3,658,000
" " 1845	36,285 "	" "	13,607,000

The census was taken about the first of January, and the population is now, no doubt, 40,000 in the city limits, to which may be added 5,000 in the suburbs.

It is surely unnecessary to insist, at length, upon the inconveniences, which the commerce of the whole upper valley of the Mississippi must suffer should a change in the channel of the river, opposite St. Louis, render its wharves and docks, its warehouses and manufactories, inaccessible; and the millions expended in their erection, useless. To say nothing of the loss to St. Louis and its inhabitants, how long must it necessarily be until another eligible site could be selected, and so improved as to accommodate this already enormous and rapidly increasing commerce. Would it not be impossible, for years, to supply the indispensable requirements of that commerce, thus cut off and suspended?

Who can calculate the losses that would be suffered in the meantime, by the people of the great valley, in inconvenience, delays and extra charges, for want of these facilities? But there are other considerations affecting the immediate interests of the General Government, as well as more remotely, those of the people of the entire valley, and the inhabitants of the Great American Bottom in particular. These considerations are based upon the nature of the obstructions, which threaten entirely to shut out St. Louis, the United States Arsenal and Jefferson Barracks from the channel of the Mississippi river. These obstructions consist of an immense sand bank called Duncan's Island, extending from the United States Arsenal to about the centre of the City, and lying near the Missouri shore.—Commencing some distance below the upper end of this bar, another, called Bloody Island, has formed, which lies in the middle of the channel and extends up nearly to the northern limits of the city.—The continual increase of these sand banks, and at the same time, the widening and deepening of the channel east of Bloody Island, by the rapid abrasion of the main land on the Illinois side, demonstrate, that the current must soon cease to pass along the Missouri shore, unless preventive measures are speedily resorted to, to counteract the natural causes now in operation to produce such a result. The effect must be to leave St. Louis and the United States Arsenal, about a mile from the river. It is easy to see the loss and inconvenience the Government itself would suffer in such an event, when the position of St. Louis and the Arsenal, and their relation to all the posts now in existence, or hereafter to be established north and

west of this point, are considered. The amount of stores, Indian annuities, munitions of war, money, &c., kept by the Government in this vicinity, and hence distributed to more distant stations, and the loss and inconvenience that would result from a change, would alone justify immediate measures to prevent such a necessity. But the evil will not stop here. The nature of the alluvial bottom on the Illinois shore, is such that the abrasion must continue with accelerated force and rapidity, as a heavier current (in this event the whole force of the river) will be directed against it, until the bed of the river would be entirely changed, and the channel pass along the base of the Illinois bluff, six miles distant. A chain of lakes in that part of the Great Bottom, indicate that such has once been the position of the channel of the river. In this event, St. Louis would become an inconsiderable inland village, and Jefferson Barracks and the Arsenal be abandoned, although they have cost Government \$350,000.

But a far more important consequence of such a change, would be the increased danger and difficulty of navigation for many miles caused thereby, and the loss of untold millions of property annually passing over that part of the river; not to mention the destruction and devastation which would result to the inhabitants of the American Bottom, whose farms would rapidly disappear, and become portions of the turbid current. Every one conversant with the character of the Mississippi river knows, that any change of the channel into a new bed, is attended with increased peril to navigation, as the stumps and logs embedded in the alluvial soil, must be found, to be avoided; and frequently cause the loss of many boats, involving property to a large amount, and the lives of valuable citizens, before they become known, or are sufficiently apparent to be removed by the snag boats.

A few hundred thousand dollars, properly expended in making dykes from Bloody Island to the Illinois shore, will prevent all these threatened evils, which have probably so far been rather accelerated by the unfinished works commenced by the Government at the foot of Bloody Island. This work is *national*, and not local in its character; for its advantages will accrue to the General Government, as well as to the people of almost the whole valley of the Mississippi. The fact that it would save from ruin the 40,000 inhabitants of St. Louis, and also benefit the adjacent portions of Missouri and Illinois, should certainly take nothing from its claims, as one of the western interests worthy the attention of Congress.

In this view of the case, the conviction is forced upon us that the work ought to be done, and as speedily as possible, by the General Government, and this conviction is strengthened by the consideration, that neither the city of St. Louis, nor the state of Missouri have any power to erect works to control the channel of the Mississippi, the same being a national highway, and the boundary between two States; and as such under the jurisdiction, *only*, in a case of this kind, of the Government of the United States.

*Therefore, be it resolved,* by the delegates in Convention assembled at Memphis,

*First*—That the obstructions in the Mississippi river, opposite the city of St. Louis, are injurious, not alone to the said city, but to the interests of a large portion of the inhabitants of the Mississippi valley, connected therewith by the bonds of a mutually advantageous and rapidly growing commerce.

*Second*—That immediate and efficient steps ought to be taken by the Congress of the United States, to move said obstructions, and prevent their future recurrence.

*Third*—To accomplish this object, be it further resolved, that the members of this Convention, do recommend to their respective representatives in Congress, the claims of St. Louis upon this subject, as one of the western interests, worthy of their hearty support, and which demands an appropriation sufficient in a single season, to render the navigation of the Mississippi at that point certain and safe, and the landing at the wharf of St. Louis, at all times accessible.

*Fourth*—That this Convention is influenced in making this recommendation, as well by the public utility and national character of the work, as by the conviction that neither the city of St. Louis nor the state of Missouri, have any power to execute permanent works beyond their own boundaries; to control the channel of the Mississippi river; over which, alone, the Federal Government has sufficient jurisdiction; and to that Government, only, must those interested look for relief in the premises.



## REPORT OF THE COMMITTEE ON THE IMPROVEMENT OF THE OHIO RIVER.

The Committee upon the Improvement of the Ohio River, would respectfully report:

The basin of the Ohio River is bounded by the Allegheny mountain chain on the south-east, and by the highlands separating its waters from the great Lakes on the north. This valley extends over 1000 miles in length, and has an average breadth of at least 200, and contains upwards of 200,000 square miles of territory. Eight States exercise jurisdiction, in whole or in part, within this valley, and it now numbers a population of about 5,600,000.

The soil of the Ohio valley is generally of unsurpassed fertility, and has produced during the last year, according to the report of the Patent Office, 327,000,000 of bushels of Wheat, Rye, Indian Corn, Oats, Buck-wheat, Barley and Potatoes; and 203,000,000 of pounds of Hemp, Tobacco, Cotton and Sugar. The Committee have no statistics at hand to enable them to state either the number or value of the horses, cattle, hogs, sheep and poultry annually produced therein, or even the surplus exported. Every one knows that these compose heavy items of western trade, and consequently must be largely grown there. The dense forests of the Ohio valley afford, in great abundance, every variety of timber required for useful purposes. The lumber trade of the Allegheny river alone amounts annually to some 90,000,000 of feet of boards, and 90,000,000 of shingles. About one half of this valley is included within the great bituminous coal formation, and can afford fuel for home and foreign consumption for thousands if not millions of years to come. The coal mines along the margin of the Monongahela have supplied within the last year some eight millions of bushels to Pittsburgh and its vicinity, and exported to ports below about five millions of bushels. This trade is yet in its infancy, and must before long grow to a magnitude unthought of by those not familiar with the resources and demands of the south-west. Iron ore is found largely disseminated throughout this region. Salt water can be obtained in any quantity. Manufacturing establishments are springing into existence in the west. The transfer of the raw material to the place of manufacture, and the manufactured article to market, must add largely to the trade of the Ohio river. Pittsburgh, Cincinnati and Louisville, the three principal cities of manufacturing industry on the Ohio river, have been estimated to produce annually thirty millions worth of products. When we estimate the fuel necessary to drive this machinery—the raw material to keep these establishments in operation—the number of mechanics employed—the amount of agricultural products consumed—the transportation of the manufac-

tured articles to the consumers, then, and not till then, can we understand the importance of facilitating the navigation of the Ohio river.

The commerce of the Ohio valley is not alone confined to the exchange of its own agricultural, mineral and manufacturing productions, abundant as those may be.

This valley constitutes the centre—the very heart of the body politic—and this noble stream is the great natural artery whose pulsations are felt to the extremity of the system. Most of the trade, from the east to the far west, from the north to the south, must pass over this route. Large portions of merchandize from the eastern cities, and manufactured articles from the Atlantic States destined for points beyond the mouth of the Ohio, will find their way by this channel. Is it not then true that all parts of this nation, and all the great interests of this republic should be enlisted in procuring liberal appropriations to render the navigation of the Ohio river safe, speedy and cheap?

Exclusive of this general trade, this river is almost the only avenue through which the 5,600,000 inhabitants of the Ohio valley can send to market the surplus produce of their farms, their forests, their mines and their manufacturing establishments.

Every snag which increases the danger of the navigation, every barrier which delays in time or adds one dollar to the cost of transportation, is, in effect a tax upon the consumers of western produce and eastern merchandize.—A tax, too, which, while individually destructive to the interests of the owner, and generally oppressive to the community, adds nothing to the interests of any one. Some burthens imposed on certain portions of society, bring a corresponding benefit to others. Here, however, the millions that are lost are so much wrested from the hands of industry and enterprise, and swallowed up by the devouring elements.

To obtain accurate statistics of the extent of the steamboat and flatboat tonnage of the Mississippi valley, is difficult, if not impossible. According to the official returns of the Treasury Department for the year ending 30th June, 1844, the entire registered steamboat tonnage of the United States was 265,269 tons; of which tonnage there was entered in the custom-houses on the western waters 145,311 tons; leaving to the Atlantic coast 95,472, and to the northern Lakes, 24,486 tons of steamboat tonnage.

Supposing the average capacity of each steamboat engaged on the western waters to be 250 tons, we have then 581 steamboats employed on these rivers in carrying on their internal commerce. If, in addition to all these, you add 6000 flatboats, each carrying some 75 tons, you may then obtain some approximation to the internal trade of this region.

The Ohio river, and its numerous tributaries, furnish a steamboat navigation of from four to five thousand miles. Each one of these tributaries is, generally, confined to some one individual State, and

may have its navigation improved by the State itself, or by companies chartered thereby. Not so, however, with the Ohio river; a national highway, constituting a boundary between six States—each one of which can only exercise a limited local jurisdiction over it. The General Government alone possesses that power which could give unity, comprehensiveness and efficiency to any plan, and successfully and economically complete the same on a scale adequate to the importance of the work. That government has the express power to regulate commerce with foreign nations, and between the several States. She requires vessels engaged therein to be registered in her custom-houses and licensed under her laws. It would be a strange anomaly in construction to give her exclusive jurisdiction over these vessels, and yet leave her without power to improve the navigation of the rivers, harbors and lakes in which they are floated.

The Committee entertain no more doubt of the powers of Congress to improve the navigation of the Ohio and Mississippi rivers—these great inland seas of the west—than they do in regard to the bays and harbors of the Atlantic coast. These rivers are military highways, post-roads and great national channels of a commerce more valuable than all the foreign commerce of the Union.

The imperative necessity of such a power, in regard to rivers of this class—the continued exercise of the same by all administrations of the General Government, should forever settle this question, and Congress should now make appropriation for this purpose, worthy of the nation and adequate to the object.

The Committee have not deemed it as falling within their province to say what kind of improvements are best adapted to facilitate the navigation of the Ohio river. This question they are willing to submit to the wisdom of Congress. The national government has heretofore made occasional appropriations to this river, which have been expended in the removal of snags, rocks and drift from the bed of the river, and in the construction of long dams, or jetters, to concentrate all the water at the ripples into a single channel. The Engineers having these works in charge claim that the Ohio river can, on this system, be made navigable during low water for steam-boats drawing from 24 to 30 inches water, and that the season of navigation for boats of the medium class can be extended for six weeks.

If these anticipations are realized, and the improvements suggested by experience, in regard to the construction of light-draught steam-boats adapted to the commerce of the Ohio river would then be essentially benefitted. If these anticipations fail, and some better system cannot be devised, it may hereafter become worthy of consideration, how far the locking the Ohio river, in whole or in part, may be conducive to promote its commerce. Whatever system of river improvement, modern science and the experience of those engaged in the navigation of the Ohio shall suggest to be best calcula-



ted to further this object, we yet hope to see adopted under the direction and patronage of Congress.

The most serious obstacle to the navigation of the Ohio river arises from the intervention of the fall at Louisville, where a descent of twenty-five feet occurs in about two miles. This obstruction the Louisville and Portland canal was designed to obviate, but has entirely failed in accomplishing the object proposed. The contracted size, and imperfect construction of the locks—the narrowness and shallowness of the canal—and the enormous and unreasonable tax imposed upon all tonnage passing through the same, are impositions which western commerce should not longer endure. The Committee, therefore, think that Congress should immediately make an appropriation adequate to secure all tonnage a free passage around the falls of the Ohio.

This may be done by purchasing the remaining shares now held by individuals in the stock of the Louisville and Portland canal, or in the construction of a new canal, upon the most eligible terms.

The Committee would therefore offer the following resolutions:

1st. *Resolved*, That Congress should continue to make liberal appropriations to remove all obstructions from the bed of the Ohio river, and to deepen and improve its channel during the season of low water.

2d. *Resolved*, That Congress should at once furnish a free passage to the commerce of the Ohio river around the falls of that river, either by the purchase and enlargement of the present canal and locks, or else by the construction of a new canal.

THOMAS A. BIGHAM, of Pa.,  
Chairman.

## REPORT OF THE COMMITTEE APPOINTED BY THE MEMPHIS CONVENTION OF JULY 4TH, TO SUGGEST IMPROVEMENTS FOR THE OHIO RIVER, TO THE CONVENTION OF 12TH NOVEMBER.\*

A portion of said Committee, not having it in their power to confer with the balance, and apprehending that their own views may not be met by any other report, beg leave to offer the following:

1st. Having consulted with able and experienced engineers upon the subject, they feel justified in recommending locks and dams, to give not less than seven feet of water, as the best mode of improvement. They are advised that such a system is probably practicable, and that the works may be made safe and permanent.

2d. They believe from the best information they can obtain, that the proper plan will be, to have dams of as great lift as the safety of the adjacent banks will admit of; perhaps from twenty to thirty feet.

3d. They estimate, from the calculation of an experienced engineer, that the cost of locking and damming the Ohio, from its mouth to Pittsburg, may not exceed thirteen millions of dollars; and possibly may fall short of ten millions.

4th. They estimate the annual value of the commerce of the Ohio river and its tributaries, including the value of freights and passage money at about fifty millions of dollars.—See note No. 1.

5th. They estimate the transportation, in tons weight, at one million per annum, with a very rapid annual increase.—See note 2.

6th. They estimate the number of passengers carried, at half a million.—See note 3.

7th. Loss of boats per annum, thirty-two, or \$250,000.—See note 4.

8th. Loss of cargoes in value, \$347,500.—See note 5.

9th. Loss of lives they have no satisfactory estimate of, but enough to justify an expenditure sufficient to make said improvement if no other inducement existed therefor.

The foregoing results are obtained by an examination of the reports to Congress in 1842—reports of the President and Directors of the Louisville and Portland Canal Company. of boats which pass that canal, and estimating the same at something less than one third of the whole trade of the Ohio—and from information obtained from insurance offices in Louisville, as published in the Louisville Directory, and from the officers themselves.

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\*Referred to the standing committee, and returned by them to the Secretaries without comment.

10th. From the same sources we ascertain that the losses for the same time on the lakes have been as follows: Out of 56 boats 7 were lost; 4 by being driven on shore, 1 cut through by the ice, and 2 burnt; none by snags. The last three were lost by causes common to both regions, but the four, by being driven on shore, were lost as boats are never lost on the Ohio; of course the losses by causes which could happen on the Ohio, are only three out of fifty-six, against thirty-two out of those running on the Ohio, or sixty-five out of those on the Ohio and Mississippi—say 300. By the directory, aforesaid, there appears to be a list of boats taken from the insurance offices, of 378, which navigate the western waters, including those of Alabama; but Capt. DeHart, the inspector, furnishes an additional list of nearly 100, not estimated in the directory.

11th. By a report to Congress in 1842, the number navigating the Mississippi and its waters is estimated at 337.

12th. If we assume 350 now, as the number navigating the Ohio and its tributaries, it will probably be a liberal allowance.

13th. Upon the rivers Kentucky and Green, since the erection of locks and dams thereon, there have been no losses.

14th. Now as this system of navigation is as a chain of lakes, we have a right to hope for the safety of lake navigation deprived of the danger from storms, which, as before shown is under six per cent per annum; whereas, the losses from snags, and the causes common to the lakes and the river, ice and fire, have been 32 out of 150—or 65 out of 300—or over twenty per cent. As the constant running of the boats on the Ohio would keep the ice so broken up that little or no danger would exist from that cause, that charge in the list of hazards might be taken out, which, as one of said three lost upon the lakes was by ice, would reduce the loss to 2-56, or less than 4 per cent; making the excess of losses on the Ohio about  $16\frac{2}{3}$  per cent per annum; according to said reports, about half a million dollars; which would be saved by locks and dams, besides the saving of life. The very saving in property, would pay five per cent per annum on the probable cost of the improvement; and if we value the lives of men at but five thousand each, and it would be reasonable to estimate the loss at not less than three per boat lost, this saving would be worth the interest of five per cent on the cost of said improvement. But these losses of property and life will increase with the increase of trade; and soon it will be double what it now is.

15th. Taking no other view of the question then, and putting out of the scale the saving in the price of transportation and passage money, is it reasonable to expect that the people of the west, if there be any remedy for it, will be satisfied with such a state of things? Certainly not. And nothing but an examination by competent engineers, and a report against the practicability of the work, can satisfy them, believing as they do with the lights now before them, that the plan is feasible and can be executed.



It has been suggested to your committee, that with the present preponderating vote against the west, it will be useless to ask for this appropriation by Congress. Your committee must have the evidence of actual action on the subject by Congress, before they will believe that neither their sympathies nor their sense of justice can be moved by the loss of property and life annually occurring, for the want of the aid we ask for.

It is perhaps unjust to our Eastern brethren that we should deem it necessary to put forth so strong a case before them; or to doubt, that when advised of the importance of the required improvements, they will hesitate to come forward generously to our aid, and share with us a portion of the expenditures, such as have heretofore gone, almost exclusively to the erection of forts, break-waters, light-houses, and other improvements on the Atlantic coast in which we have no interest. But as members of a common family, in administering to their wants and to their defence, the west has ever been willing to spend its treasures and its blood; and hope never to have cause for any diminution of this feeling of devotion to their countrymen of the east by evidence of the want of a reciprocal generosity.

But while this view has been taken of the wants and just claims of the west for aid in the contemplated improvement, in the abstract, your committee believe they can clearly show, that if the General Government could not be moved by a sense of justice or paternal care for our wants to aid us, it is clearly to its advantage to do so if moved thereto only by the cold calculations of interest, which the undersigned will proceed to show as follows:

At the present time, the average estimated freight may be calculated at five dollars per ton, or upon one million of tons five millions of dollars; the average charge per passenger, twelve dollars per head—or on half a million, six millions of dollars; total, eleven millions per annum. At the present time two thirds of the boats, and of the largest class—making in tonnage five-sixths, are laid up on account of low water, upon an average from the middle of June until the middle of October; so that if the navigation were constant, at the least estimate, one-third of the boats now in use could be dispensed with; thereby reducing the freights very much. But as a large class of boats could be used, say such as would average one thousand tons, in lieu of about three hundred—the two causes operating together, it may be fairly estimated, would reduce the price of freights one-half, as well as the charge for passage, saving thereby a-half million of dollars. Let this saving be for whose benefit it may, it is a national gain to that extent; but all such savings may be considered, generally, as about divided equally between the producer and the consumer. If one-third be exported, then, the west would be gainer \$2,750,000—Foreign purchasers about \$916,666—and our eastern brethren about \$1,833,336; the latter being about fifteen per cent upon the estimated cost of the work; but the total home saving

about 30 per cent per annum on said cost. This estimate is founded upon the state of western commerce, as shown by tables of the last year, and reasonable estimates therefrom. We may reasonably presume that this commerce will double by the year 1860, and that that amount will again be doubled by the year 1875, making at that time quadruple the present amount, or a total national gain of over eighteen millions of dollars per annum, which would pay five per cent per annum on \$360,000,000, which would be the correct estimate of national wealth added, by an expenditure of from ten to thirteen millions of dollars. Thus, we consider, would stand the national account current: \$13,000,000 expended—\$360,000,000 gained.—Of this our eastern brethren would be large sharers, as they would be large consumers of our produce. But in another way, they would be directly great gainers: it is evident that every charge upon transportation of the raw material east, or of the manufactured article west, is a bonus to the western manufacturer, and a tax upon the eastern; as you lighten the cost of transportation, you change this condition of things; hence the eastern manufacturer is almost as directly interested in said improvement, as the citizen of the west.

As regards the eastern cities too—will not such a navigation connect itself with their improvements, and widen their field of wealth immeasurably—and will not the prosperity of the cities react upon the country and cause a corresponding prosperity there?

Who can say where the influence of these improvements is to end. Their ramifications will reach directly every railroad and canal leading from the east to the west; for they may not only throw the trade of the Ohio valley into the eastern cities, but in proportion as the charge upon the transportation is lightened will this work extend west and south until it may become common to see the cotton of the lower Mississippi, and its sugar, passing east through the Ohio river—but there is every reason to believe that the pork, flour, and all other articles which are liable to injury by a southern climate, over and above what might be needed for the supply of the south, would pass up the Ohio, and eastward, from Illinois, Missouri, Iowa, Wisconsin and all other states yet in embryo upon this side of the Rocky Mountains.

The contemplated improvement is scarcely less an eastern than a western work, even if its direct advantages are alone to be estimated. But the benefits to the east—so far as it supplies our wants—are additionally increased in proportion to the prosperity of the west; for it has been invariably the case, and ever will be, that the inhabitants of a fertile region are improvident; knowing that a small amount of labor will supply their wants, they have but a small inducement to husband their means, and, therefore, part with them freely. On the contrary, the inhabitants of a sterile country, finding all their labor and good seasons necessary for their support—and even fearful of coming to want, use a corresponding economy, and have all their ingenuity excited to administer to the wants of those who have some-

thing to spare. The consequence is, that the surplus is ever flowing from the west to the east, and he who lives on the poor land becomes thrifty and prosperous, while the tiller of the rich soil, secure in its fertility, becomes wasteful and improvident and often wants the common comforts of life, in the midst of apparent plenty.

If this picture will only apply to the most thoughtless of our population, (for our country furnishes finer specimens of industry and intellectual enterprise, with also a refinement of taste and social cultivation, unsurpassed by any other country,) yet all will admit, that close economy, and a saving providence, are almost strangers to the west; and our overflowing prosperity is most generally rather for the benefit of those who supply our wants than for ourselves.—What work, then, could be more national in its character than this.

To the undersigned it would appear, that no doubt could exist, and that there should be no difference of opinion, as to the policy of this improvement be its cost what it may, provided it be certainly practicable and to be relied on for permanency. But it has been suggested as a difficulty, that if one dam should give way, one pool be filled up, or one lock disabled or obstructed, that the whole commerce of the Ohio would be thereby obstructed.

All those difficulties are of the gravest kind, and worthy of the most profound consideration. But they are difficulties, which if productive of less mischief on smaller streams, yet are nevertheless difficulties which ought equally to exist to the same mode of improvement upon all streams—if they be difficulties at all;—yet, where the works have been constructed on a rock foundation upon the Kentucky river, we never hear of them; and that work is considered a triumphant demonstration of the practicability of such a navigation. Upon Green river, where the dams have not been so securely founded, some difficulties have temporarily existed in one or two cases, but none which might have not been avoided had proper care been taken at the outset in locating the dams. It must be recollected that the works on Green river were the first of the kind constructed in the West, and very naturally they were less perfect than those made since. Science has now reached that point of elevation which enables the civil engineer to determine with certainty whether a work can be made to stand or not; and proximately, the cost thereof. The undersigned do not expect that such a work will be undertaken without the most entire satisfaction, by competent engineers, that it is practicable, and can be secured against the casualties and objections aforesaid. But one of the undersigned has taken some pains to inform himself as to the prospect of obtaining good foundations, from Louisville to the mouth of the Ohio, at proper sites for dams, and believes that rock foundations can be had for all but the last, provided they be extended below the grand chain. But to the grand chain within        miles of the mouth, rock foundations, it is believed, can be had for all. He has this information also from a distinguished engineer, to whom he is indebted for much



valuable engineering information on this subject. The character of the river above Louisville is such that no difficulty need be apprehended as to finding foundations there. As it regards the filling up of the pools, no such evil has been felt upon the works already constructed in Kentucky, although not over one steamboat per day passes the locks on Green river. If the evil could exist anywhere, it ought to exist there; and if it did, it would afford no argument against locks and dams where boats would probably pass every hour in the day (as on the Ohio) and create such a current as necessary to keep the channel open. It has been suggested that in times of freshets the locks would be filled with drift wood and mud, which it would be extremely difficult to get clear of. The answer to this is—that no more difficulty need be apprehended here, nor as much, as at the Louisville canal, and there such obstructions are not considered very natural. None such, to a material extent, have existed on any of the similar works now in operation in this State. Upon the whole, there is no objection named to which a canal two miles long, and locks at the end thereof, is not more liable than a single lock in a dam.

But if such difficulties as the getting out of repair of a lock gate is to be apprehended as serious, the dams might be constructed with double locks, and it would not be very probable that both would get out of repair at the same time. Furthermore, as it regards the deposit apprehended, a door at the bottom of each lock gate, hinging upward one foot high, and to be opened whenever it was thought necessary to sweep out the deposit, could be appended to the lock gates, and thus keep the locks and the channel clear.—But the science of engineering, as before stated, it is conceived, is able to overcome all those difficulties. Before commencing the work satisfactory assurances would of course be obtained on this head, and nothing attempted which was deemed impracticable or doubtful. The views here set forth are based upon the assurance of an able engineer that the work is practicable—entirely and demonstrably so. But, as before stated, we do not design to recommend the commencement of this work without such surveys and evidences as shall put the matter beyond all question.

But if this mode of improvement will not answer, what mode will? The only other mode which suggests itself to the undersigned is a sluice navigation to be created by wing dams. In regard to this plan, Col. Long says, in one of his reports:—

“In accordance with the opinion of many of the best judges of western navigation, and with the views already advanced, in treating of the several rivers enumerated, at the beginning of this tract, a depth or draught of two feet is the greatest that can be secured and maintained in the deepest channels leading across the shoals of these streams respectively, in the lowest stages of their waters, and throughout the distances already assigned herein to their navigation, &c.”

Among the rivers alluded to above is the Ohio. The undersigned had no conception, until reading this report, that a sluice navigation, capable of being ascended by the power of steam, could not be created with a greater depth than two feet, at the lowest stage of water. And yet, while they believe it practicable to obtain three or four feet, they were not willing to see the commerce of three or four hundred thousand square miles of country, and at least four millions of people, confined to a navigation of three or four feet of water. But when they see that even two feet is the maximum to be relied on, the mind is no longer left in doubt. The decision is conclusive that sluice navigation will not answer for the commerce of the Ohio. We are driven then to the alternative of adopting the slack water plan, or else of leaving the river as it is. The very evidence furnished by the travel of the delegation to this Convention from Kentucky is sufficient to determine every man who has any interest in said navigation not to be satisfied with it as it is. We started with a rise of water which we deemed ample to bring us out of the river; but in twenty-four hours we had outrun the rise. Here we had to lay by at a bar, until this rise overtook us, before we could pass it.—Then we ran twelve hours longer—had again to stop—then twelve hours more, and here had again to stop for the same causes; and this near the middle of November. Can such a state of things be submitted to while there is any hope of a remedy? Never by so enterprising a population as that of the West. And why have we not had a remedy? If locks and dams can be made to stand, and the objections heretofore named are not insurmountable, we would have the finest conceivable navigation, making a grand base line of internal improvement through the centre of the Union, with which, as before observed, all improvements from the extremities could connect themselves, giving the best and the cheapest possible facility for intercommunication between all sections of our widely extended Union.—And in case of war with a stronger naval power, giving an inland line of trade, safe from interruption, and hardly more expensive than the navigation of the Atlantic. What facilities, too, would it not afford to the Government for the transportation of its troops and munitions of war from one portion of our Union to the other? As to the apprehended difficulties in regard to this mode of improving the Ohio, none are believed to exist here which have not been successfully encountered elsewhere.

While your Committee, in treating of this subject, have endeavored to confine themselves to a great national view of it, it may not be amiss to advert to some of the local advantages which will arise.—All the facilities given to the transportation of produce must necessarily, in proportion thereto, enhance the value of lands deriving the benefit thereof. This value will begin on the Ohio, and will extend itself back as far as the influence of those improvements will reach, which will be as far as any thing is raised for export by way of the Ohio. The very construction of those works will give an immense

market for the produce of the country to feed the laborers engaged in it. The withdrawal of so much labor from other employments, and agriculture especially, will tend to give a better price to the produce of the country. The pork raiser will feel it, as will the raiser of hemp, tobacco and grain.—And those, being satisfied with the reward to their own labor, will not push off the slave labor of the country to interfere with the labor of the Cotton and Sugar grower, whose prices then, instead of continually tending downward, will immediately begin to rise, and so continue until they reach a mark which will be a fair and liberal reward for labor.

The result will be, a state of prosperity for our country which would be cheaply purchased at the cost of the contemplated work, if the whole scheme were to prove abortive. But when it shall have been finished and in successful operation, a new era will have dawned upon us, and the whole destiny and character of the country will be changed—the brilliant realizations of which we will not attempt to picture, since it is our purpose to set forth the business, and not the poetic aspect of this subject.

These views considered, it is clear that the West will not rest satisfied without this improvement. It is as evident that it is a great national work, claiming its immediate execution at the hands of the General Government, untrammelled by tolls or taxes, as are the rivers, bays and lakes, as well as the ocean—where break-waters, light-houses and forts are constructed at government expense, for the facilitation and protection of commerce. But if less a national work than such, it is not less national than the Baltimore and Ohio canal, to which the General Government has contributed two millions and a half of dollars.—Nor than the Wabash and Erie canal, to which the Government has contributed a large amount in land.

Your Committee would recommend an appropriation of the land fund, for objects of national internal improvement—but they are not disposed to have their scheme entangled with the questions of policy or constitutionality which might arise out of such a proposition. They claim to stand aloof from all entangling questions, and to have a simple appropriation under the direction of a proper board of directors, or otherwise, as the Government may deem best, to execute the work with the least possible delay.

But in case, by coming forward in this way to accomplish our object, we should find ourselves upon the same platform with others having similar objects in view, the aggregate of all which will be of sufficient weight to break us all down, then we desire to stand off, and adopt the following plan:

The tolls which have been paid to the Louisville Canal, by the trade of the Ohio river, have already reimbursed the cost of said work, and interest. Soon the General Government will be the entire owner thereof. Now an expenditure of half a million of dollars will extinguish all the stock not owned by the Government.—We ask that this be extinguished, and the whole stock be surrendered



by the Government—and such laws passed by the General Government, and the States watered by the Ohio and its tributaries, as shall enable the Louisville Canal company to appropriate the resources of said canal to construct the works aforesaid, by borrowing the means to do so, upon the faith of the income from the works to be erected—the tolls upon which shall not, in the aggregate, for the use of the whole system from the mouth of the river to its head, exceed what the Louisville Canal company are authorised to charge for the use of that single work alone. The tolls on this work, during the last year, gave an income, clear of all expense, of about \$123,000. As all the trade which passed the falls in high water, as well as that which is carried on in boats too large to pass the canal, paid no part of this toll—nor was any paid by boats running above the falls; it is believed that whenever a system can be brought into operation which will bear equally on the whole trade, that the revenue will reach \$500,000, without any increase, and that the increase will bring up the amount to a sum which will pay five per cent. upon the cost of the whole system of works. We propose to pledge this revenue—present, and prospective—to borrow the means required to execute the plan; and that the General Government endorse the bonds of the corporation;—the money to be borrowed payable with five per cent. per annum interest, after twenty years, in ten instalments of a year each, the interest payable as it become due.

The whole plan of the corporation, in detail, is referred to in document annexed, marked A.

But while your Committee recommend this last alternative, as a dernier resort, sooner than be delayed even for one year in the execution of a work of such crying importance, they desire it to be understood, that they consider this work as national in its character—and the citizens of the West who are interested in it, so clearly entitled to the aid of the General Government in its execution, that they will never willingly see any appropriation by the General Government for any public improvement, of less consequence than this, until the expenses of this work are assumed by it.

Having had to draw this report upon a steamboat, on our way to the Convention, surrounded by the excitement and confusion necessarily incident thereto, there is consequently less method in it than we could wish, and many branches overlooked which deserved consideration.—Such as the value of water power—the less liability to fogs and ice resulting from deeper water—the beneficial effect upon the health of the country, and its rapid settlement which would result from the use of the water power, and the improved advantages resulting from the improved navigation. The increased amount of exports, too, which would probably result from those improvements, will cause a corresponding return of imports, by means of which there would be an increased revenue to the Federal Government more than equal to the interest on the fund we ask for our contemplated improvement. Wherefore the Government, on this score

alone, would be the gainers by having the said work constructed.

Before closing we will notice a few objections which have been suggested:—

1st. To the delay at the locks. This we are informed can be overcome by water power, to be used in opening and shutting the gates, by means of which the delay of the boats can be reduced to fifteen minutes at each lock. The shortening of the distance in the navigation, by means of the dams, rendering the track of boats less sinuous, will more than balance this delay.

2ndly. Liability of the banks of the river to be overflowed by the dams. By reference to the report of Maj. R. P. Baker to the Legislature of Kentucky, (or to its board of public works,) while he was chief engineer of the State, it will be seen there, that by careful and minute investigations into the effect of the dams in the Kentucky river upon its floods, that since the erection of the dams the rise of water upon that section of the river so improved, compared with the rise upon the unimproved section above, has been less since the erection of said works than before; and his data, if correct, which we have no reason to doubt, go to establish the fact that the erection of dams upon a river; bearing a given proportion to the height of the banks, tend to lessen rather than to increase the danger of overflow.

3rdly. The navigation of flatboats and rafts. It is proposed in any event, that they pass free of toll;—and soon small steamers would come into use between the dams to tow such at very small cost, if they did not prefer floating and rowing.

Upon the whole, your Committee rely very strongly on the aid of science to overcome every named difficulty. Every year shows us that by its aid works are accomplished which were before deemed impracticable; and in no branch has science made more rapid strides than in civil engineering, and we will end this report by an expression of our confident belief in its ability to accomplish the work we propose, and to overcome all the suggested difficulties.

NOT SIGNED BY ANY ONE.—[Ed.]

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#### NOTES TO PRECEDING REPORT.

NOTE 1.—To the 4th position. We found the estimate of the commerce of the Ohio on the following data—

By a report to Congress in 1842, it appears that the exports from Nashville were	\$7,000,000
From Louisville, in two years, \$11,788,000; half for one year,	\$5,894,000

From Cincinnati, not stated, but, estimated, from the vast amount of pork and flour shipped from that point, at the time of the report, when but little was shipped from Louisville, to be double the amount of Louisville, and over,	\$12,000,000
Pittsburgh, Wheeling, Lawrenceburg, Madison, Portsmouth, and all the other points, not named, on the Ohio and its tributaries,	\$5,000,000
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	\$29,894,000
Increase since 1842, probably	5,106,000
	<hr/>
	\$35,000,000
Freights and passages,	15,000,000
	<hr/>
Total,	\$50,000,000

NOTE 2.—By the returns of the Louisville and Portland Canal company it appears that for the year 1844 the tonnage which passed the canal was over 300,000. It is estimated that fully as much of the trade passes the falls in high water, and does not go through the canal, say 300,000 tons.—That one half as much is done by boats too large to come through the canal, and which stops at Portland, 150,000 tons.—That 60,000 tons pass down in flatboats, and 150,000 tons go East through the lakes—making one million. In corroboration of this estimate is the following:

A note was addressed to Mr. P. B. Atwood, Secretary to the Fire Insurance company at Louisville, asking the number and value of boats passing Louisville annually, and he answers—

“About 300 pass the canal—average value, \$10,000,	\$3,000,000
Those that come to Louisville, and do not pass the canal, being too large, number about 20—average, \$90,000,	600,000
New boats now building at Pittsburgh, Albany, Cincinnati, Louisville and other points, that will pass the canal, about 20—average, \$16,000,	280,000
	<hr/>
	\$3,880,000.”

From these we deem it fair to deduct what are building, as they may be presumed but sufficient to balance those going out of the trade,	280,000
	<hr/>
	\$3,600,000

To an inquiry directed to Capt. DeHart, inspector of steamboats at Louisville, he answers:—

“Boats usually carry one-third more cargo down stream than they measure, and one-third less up. I estimate the amount of cargo about equal to the ton measurement. The 300 boats running on the Ohio will about average 200 tons, and make about twelve trips per annum to New Orleans. The flatboat trade I estimate at about one fifteenth of the steamboat.”



By this estimate the trade by steamboats would amount to 1,200,000 tons, and by flatboats to 80,000; total, 1,280,000. For safety we conclude to reduce this amount to 1,000,000, which corresponds with the first estimate.

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NOTE 3.—By a report to Congress in 1842, the number of passengers travelling on the Ohio from the ports of Nashville, Louisville, Wheeling and Pittsburgh, are estimated at 348,910. If we make those from Cincinnati equal only to those from Pittsburgh the number would largely exceed half a million; and this omits all passengers starting from other points. But as many of those which are registered at one point are also registered at others, it will perhaps be only reasonable to estimate those which are not registered from other points, together with the increase since 1842, will about balance those which have been twice registered, and make the correct amount probably half a million.

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NOTE 4.—By said report to Congress the loss of steamboats on the Ohio and Mississippi rivers in 1842, is estimated at sixty-five; of this number we presume it safe to estimate about half or thirty-two to have been lost on the Ohio river; and as the lost boats may reasonably be presumed to be the most frail, though not always so, in lieu of over \$400,000, which would be the average, we put them down at \$250,000.

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NOTE 5.—By said report, the loss of cargo in 1842 from the Ohio and Mississippi, not including shipments from Cincinnati, is estimated at \$347,500. We estimate that all losses not from the Ohio would be balanced by those from Cincinnati and other ports not named, and therefore put down the above amount as about equal to the losses from the Ohio.

## REPORTS ON THE WAREHOUSING SYSTEM.

The Committee appointed to take into consideration the Warehousing System, respectfully present the following Preamble and Resolutions, as containing their Report upon that interesting, important and highly beneficial measure of public policy:

*Whereas*, The present system of cash duties upon imports into this country, with its drawbacks, requiring foreign merchandize, *in transitu*, through our ports to foreign markets, to *pawn* a large portion of its value in cash, with the custom house, tends to make the importing business of the country a monopoly in the hands of the great capitalists, and materially to diminish our exports of foreign articles:—

*Whereas*, It moreover tends to make the present plan of raising revenue by imports, practically a system of unequal taxation, which falls most heavily upon the people of the non-importing States: inasmuch as it requires the duties to be paid, not in the States in which the goods are *consumed* but in the ports where they are first *landed*: whilst it is a political axiom of tacit, but of oft implied acknowledgment, that customs are not levied upon foreign merchandize because it is *landed*, but because it is *consumed* in the country:—And

*Whereas*, Such a system is injurious to the commerce of the country, prejudicial to its prosperity, and at variance with many of its best interests:—And

*Whereas*, A properly regulated Ware-house system is not liable to any such objections, or if liable, is not liable in equal extent or degree:—And

*Whereas*, It is the duty of this Government to raise and collect its revenues in such manner that those who pay them may be subjected to as little inconvenience and inequality as possible:—And

*Whereas*, This end would in a great degree be accomplished under the Warehousing System, inasmuch as it would allow the goods to be transferred to the bonded Warehouses in the consuming or non-importing States, and thus require the payment of the duties only when and where the goods may leave the custody of the Government for the purposes of consumption: removing thereby many of the charges, fees, profits and commissions which, under the present system, have to be paid to intermediate dealers and agents, between the distant consumer in the south and west and the custom-house in the north and east.

*Therefore, be it Resolved*, That the interests of the whole country—whether Commercial, Manufacturing, or Agricultural—would be promoted by the establishment of the Warehousing System.

*Resolved*, That it is the duty of Congress to establish this system.

*Resolved*, That a copy of this Report and of these Resolutions be sent to the President of the United States, to the Secretary of the Treasury, and to each member of both Houses in Congress.

MEMPHIS, Nov'r. 14, 1845.

B. B. MINOR, Virginia.  
EUSTIS PRESCOTT, Louisiana.  
JOHN J. WINSTON, Alabama.  
J. MURCHISON, Mississippi.  
JOHN PRESTON, Jr., Arks.  
JAMES H. LUCAS, Missouri.  
Gov. FORD, Illinois.  
LEVIN H. COE, Tennessee.  
WM. B. EWING, Iowa.  
D. W. PATTERSON, Ky.

*Committee.*

The Minority of the Committee to whom was referred the consideration of the Warehousing System regret to state that they differ widely and earnestly from the opinions embodied in the report of their colleagues. With a very few preliminary remarks they will state briefly and respectfully the grounds of their difference. They wish then to say in advance that they express no opinion as to the merits of the Warehousing System as a scheme of commercial policy, or as a means of revenue collection. It may be true that under the fostering influence of this system the commercial interests of southern ports will expand with fresh vigour; or it may be true that this system, as its opponents predict, will concentrate with increased intensity the importing business of the country in northern ports.—But with these considerations we have nothing to do, and the question which the Minority would place singly before this Convention is—whether under the circumstances of our meeting, and in full view of the questions implied in a discussion of this scheme, the Convention should even entertain the system as a subject for their deliberation. The Minority of your Committee think not, and for these reasons:—

1st. They do not believe that the question has excited such universal interest as to render it obligatory on this Convention to express an opinion. In support of this opinion they submit these facts: It is now at least four years since legislative action was taken on this measure. At that time the Secretary of the Treasury gathered together from the custom-house officers and leading merchants of various parts of the Union, a large body of information on this subject.—The President recommended the system to the attention of Congress. After much delay, and with a protestation of their want of sufficient information to decide upon the matter, the Senate reported strongly against the system; and the House, with a great many modifications, reported a bill, which was rejected. Since that time the question



has not been extensively discussed. The very ingenious essays of Lieut. Maury have within the last few months called public attention to the scheme; but the information gathered by the Secretary has been left undisturbed among the congressional archives--the reports of Congress have been scarcely noticed, and the Minority know, from personal experience among some of the largest and most enterprising of southern merchants, that they have not investigated the question satisfactorily to themselves, or to that extent which would be profitable to others.

In the second place, this Convention has not before it sufficient information to warrant them in lightly calling for Legislative action on a question, which is very probably beyond the reach of their experience. Commerce is seldom benefitted by legislative action, and the conclusions of a merchant are seldom altered by the statistics of an amateur economist. Now, the minority of your committee know that merchants of the southern ports differ widely in opinion. They themselves have heard merchants of equal experience predict the most opposite consequences from the adoption of this system; they know that while the advocates of this system contend that southern ports are to be wonderfully increased, and moderate merchants to be chiefly benefitted, the chamber of commerce of Charleston memorialised Congress against the measure, while Boston, New York and Philadelphia called loudly for its adoption.—They know that the Secretary of the Treasury is now collecting information on this subject, and under these circumstances, they do earnestly ask the Convention to consider whether they have before them the means of deciding this doubtful question, and whether a convention composed mostly of representatives of interior States and agricultural interests ought to assume to decide a question of great mercantile interest and great commercial difficulty.

The last reason which the minority shall urge upon the Convention is, in their opinion, the gravest. They feel satisfied that the warehousing system cannot be freely discussed without involving, in the discussion, the vexed questions of free-trade and protective tariff; without starting into restless and mischievous activity, every political prejudice that may be sleeping in this Convention. The whole scheme is so intimately connected with the fiscal relations of this Government, that its position must and will be governed by party rules. Besides this, the minority do consider, that wherever the proper department of Government is capable of discharging its own duties, it is neither wise nor decorous for popular assemblies to interfere with regular legislation. The Treasury is preparing for action on this matter—the attention of Congress will be regularly called to its character, and the minority will close this report by saying that they most sincerely hope this Convention will not allow the introduction of any subject that may disturb the harmony of our action on the more great and mutual interests that have brought us together. The minority, therefore, submit the following resolution to the consideration of this Convention:

*Resolved*, That in the opinion of this Convention, the warehousing system is of grave consequence to the great interests of the country, but this Convention do not feel that they are prepared to express a judicious and well examined opinion on its merits; they, therefore recommend to the various delegations, that they call public attention to its character, and particularly that the Chambers of Commerce in the several Atlantic States be urged to take the matter into their serious consideration.

WM. HENRY TRESCOTT, S. C.

JAMES A. BRIGGS, Ohio.

JAMES H. LUCAS, Missouri.

JOHN J. CHANDLER, Indiana.

T. J. BIGHAM, Pennsylvania.

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## REPORT OF THE COMMITTEE ON THE MANUFACTURES OF THE SOUTH.

Your Committee on Manufacturing in the South beg leave to Report:

That they have examined the detailed operation of manufacturing cotton as exhibited and explained to them, and hesitate not to say that the advantage is greatly in favor of the South; and if genius, with the use of steam and water, be brought into *great use with our laborers of the South*, the time will be but short before much of our own staple will be exported, in the Yarn and Cloth form, to the North and elsewhere.

The manufacture of Iron has already reached the export, from the South to the North.—This has been the consequence of connecting steam-power with our laborers of the South.

The manufacture of Bagging and Rope, by the improvements of late years, introducing the use of Steam and the Power Loom, has put it to a price beyond a rival in foreign countries.

The introduction of Steam Power in the manufacture of Sugar has added great wealth to the South.

These facts prove beyond a doubt that a new era is fast approaching to the Southern States—an era when the power of steam, in all its utility, and water power, now idle in many parts of the South, will be brought to work in connection with our Southern laborers and place us independent within ourselves.

Your Committee beg leave to offer to the Convention the following resolution for their adoption:—

*Resolved*, That this Convention recommend to the people of the South:—to economise their capital; erect Mills and Factories of *all kinds*; bring into use the Powers of the present age—Steam, &c.—in connection with, and in aid to their own laborers, and Manufactures will flourish and add great value to the South.

WM. ARMOUR, *Chairman*.

## REPORT OF THE COMMITTEE ON LEVEEING AND RECLAIMING THE PUBLIC LOW LANDS ON THE LARGE WESTERN RIVERS.

Your Committee on Leveeing, &c. have had the very extensive and important subject submitted to them under consideration, and respectfully Report:

That they have time only to glance at a few of the serious evils which result to individuals and to the nation from the frequent overflows of the Mississippi River. These overflows have produced a double line of swamps, extending on both sides of the river, from Cape Gerardeau to the levee-coast of Louisiana. They are of such breadth and depth as to impede, and for a great portion of every year to interrupt all direct communication by land between the States which border on the coast of our great river, so that the General Government has found great difficulty in forcing a single road from Memphis to the opposite highlands in Arkansas.—And even now there are portions of every year when it would be extremely difficult, if not impossible, for Government to send an army from Alabama, Mississippi or Tennessee to the protection of our western frontier in Arkansas. The Committee cannot dwell upon the deleterious effects of these extensive swamps upon human health and human life; nor of the effect of the water draining from them and filtering through the banks into the receding river, causing the banks to fall into the stream with the incumbent forests, thus producing or greatly enlarging and multiplying the sand bars, snags and sawyers, at once so terrible and so destructive to life and property.

But the Committee would call the attention of the Convention, and if possible the attention of the whole nation, to the fact—that during an overflow of the Mississippi river, invading steamships might ascend from the Balize to Cairo, destroying our towns and cities along the bank, whilst the Militia of the adjacent States could not (except at a few points) approach nearer than forty or fifty miles of the main river.

The Committee further report—that all these injuries to health and life; and all these impediments to commerce and a free and direct intercourse by land between neighboring States; to the safety of our river towns and the country at large against the inroads of hostile steamships and fleets into the very heart of the country, while, like Moses and his followers, they would be protected by a wall of waters on the right hand and on the left, may be effectually removed and perpetually guarded against by levees, well made and carefully preserved on each bank of the river, together with opening of natural drains, and in some instances the construction of new ones.



The Committee further report—that the greatest portion of these low lands belong to the General Government, so that the States in which they are situated have no authority, and individuals have neither the power or inducement to reclaim them; and therefore they must remain in their present condition, forever, unless the General Government can be prevailed upon to make the necessary defences. The Committee are of opinion that the General Government can most conveniently and effectively accomplish these important works, through the agency of the States in which these swamp lands are situated; and therefore the Committee

*Resolve*, That it is the duty and the interest of the General Government to cede all the submerged lands to the States in which they lie; or so much thereof as may be necessary to the purpose of reclaiming and draining said inundated lands.

All which is respectfully submitted—together with a Report, furnished to the Convention by Fermin A. Rozier, of Missouri, accompanied by a Topographical Map, in which Report and Map the situation, number and extent of the swamps; the extent of the levee; and the nature and extent of the improvements which are necessary in the State of Missouri, are ably and accurately set forth.

DAVID CRAIGHEAD,  
*Chairman.*

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## REPORT ON THE SUBMERGED LANDS OF THE STATE OF MISSOURI.

The deepest interest is felt by the inhabitants of the State of Missouri and the neighboring States to reclaim the submerged lands of the State of Missouri. The whole Union longs to see these immense tracts of land, which now lay desolate and unfit for cultivation, made to smile by the industrious hand of man. It is of the most vital importance to the West and South that the submerged lands should be drained and reclaimed, and rendered inhabitable. The portion of the State of Missouri inundated, comprises the counties of Cape Gerardeau, Scott, Mississippi, Wayne, Dunklin and New Madrid. There is about 2,160 square miles which are low and swampy lands in the above counties. A great portion of the above counties is covered with water, possess an alluvial soil, the lands are low and marshy, interspersed by streams, rivers, lakes, swamps, bayous, bogs and marshes: although a part of the swamps is not submerged by water the whole year; but the waters remaining stagnant on these low and marshy lands during the hot summer become very impure and putrid. The vegetation being very rank and abundant on this rich and marshy soil, mixes with the putrid waters, and when decomposed fills and renders the atmosphere impure and unhealthy,

which adds greatly to disease; and, as the waters are dried up from these swamps, there is a sediment, stench and poison left on them that causes death and disease not only to those that live on their borders, but likewise to the inhabitants that live in the vicinity. A great portion of these swamps is not susceptible for the habitation of man, except a numberless group of Islands interspersed, which are occupied during certain seasons of the year by trappers and hunters. It is a remarkable fact, that there is a chain of low, level and marshy lands, commencing at the city of Cape Gerardeau, in Missouri, and extending to the Gulf of Mexico; and between these two points there is not a rock landing except at the small town of Commerce, on the west side of the Mississippi river; there is furthermore only one ridge of high land from Commerce to be met with on the west side of said river, which is at Helena, in Arkansas. From the city of Cape Gerardeau, running into the State of Arkansas, there is a strip or tongue, 350 miles long, of beautiful and excellent lands along the western margin of the Mississippi, which is well inhabited, having an average of ten miles wide, and is entirely cut off, and stands isolated from the interior of Missouri and Arkansas, by the great swamps lying west of it, and deprives and cuts off all communication from the interior southern part of Missouri and northern part of Arkansas, for the distance above mentioned, to the Mississippi river. The inconvenience experienced and felt by the inhabitants west of these swamps in not being able to get the fruits of their labor to market, is very unprofitable and injurious to the commerce of the above mentioned States. The lands west of these swamps are very fertile and rich; the timber unsurpassed in size and beauty. It is much to be regretted that all intercourse with this beautiful country, in the interior of Missouri and Arkansas, is thus cut off, producing incalculable injury in point of Commerce and Agriculture.

The earthquakes of 1811-12 proved very injurious and disastrous to the south of Missouri, and was felt far and wide. They changed the course of the streams and rivers, which occasioned the waters to spread in every direction: and made high land where it was low previous, and in elevated places sunk them—thus causing the rivers and streams to overflow a great extent of country. These earthquakes of 1811-12 are still remembered by many of our oldest settlers—when the whole land was moved and waved like the waves of the sea, and the majestic oak bent his head to the ground like a tweed, and the terrible fact that the waters of the mighty Mississippi, opposite to the town of New Madrid, rolled up stream for ten miles, carrying on its bosom barks, keel-boats and every species of crafts, with a rapidity unknown, and causing destruction of property and life.

The swamps commence below the city of Cape Gerardeau and extend to Brown's farm six miles below Cape Gerardeau. This is the head of White Water or Little River swamps, which are

divided from St. John's swamps by a chain of high lands, in the shape of a horse shoe, in Scott county. This high land is eighteen miles long and ten miles wide, and extends from Cape Lacreuse river to the town of Commerce, on the Mississippi river. Then from the town of Benton, which is on said chain of high lands, in Scott county, there is a tongue of land that extends to New Madrid, on which the large New Madrid road runs; the length of the road is thirty-eight miles; and the tongue of land three miles wide: and makes the line of division between the swamps of White Water or Little River on the west; St. John's swamps on the east of said road. Let it be particularly remarked, that the waters that flow east of the New Madrid road empty into St. John swamps, and all the waters west of said road empty into White Water or Little River swamps.

There are four large swamps that originate in Missouri; that is to say, the White Water or Little River swamps, the St. John's swamps, the James' swamps, and the St. Francis swamps.

The White Water or Little River swamps commence between Cape Gerardeau, and lie immediately west of said New Madrid road, except a small chain of it that extends along Cape Lacreuse river, which flows into the Mississippi, four miles below Cape Gerardeau city, and are on the northern side of said chain of high hills that forms horse shoe, in Scott county; and then these swamps flow into New Madrid and Dunklin counties; then flowing into the State of Arkansas, and empty into St. Francis river, at a point west of Grenock in Crittenden county, in Arkansas. Their length in the State of Missouri, in a straight direction, is 108 miles, and 10 miles wide on an average, covering the counties of Cape Gerardeau, Scott, Stoddard, Dunklin and New Madrid. These swamps are made by the overflow of the Mississippi river at their head, between the city of Cape Gerardeau and the mouth of Cape Lacreuse; and by the lakes and streams on the west side of said swamps, and the Castor river, which empty into said swamps of White Water or Little River.

The St. John's swamps commence below the town of Commerce, and at St. John's lake; and it is well to suggest, that this said lake is filled with rich Iron bog ore, a specimen of which can be seen in my possession; and then the swamp continues to flow on the east side of said New Madrid road, and empties itself into St. John's bayou, just at the town of New Madrid. These St. John's swamps are forty-five miles long and six miles wide. These swamps submerge the counties of Scott, Mississippi and New Madrid; and are formed by the waters of Lake St. John's, and the overflow of the Mississippi.

The James swamps lie between the St. John's swamps and the Mississippi river, which submerge the county of Mississippi, and empty into James bayou, at the dividing line between New Madrid and Mississippi counties. The James swamps are thirty miles long



and ten miles wide; between the swamps St. John's and James, are Mathews, East and Long prairies, which are good lands. The James swamps are formed by the overflow of the Mississippi river.

The St. Francis swamps commence in Wayne county, fifteen miles below Greenville; then dividing Stoddard and Wayne counties, and Dunklin in Missouri, and Greene county in Arkansas; and then continue their course to a point west of Memphis, in Tennessee. The St. Francis swamps in Missouri are seventy-five miles long and ten to twelve miles wide, and from the Missouri line extend about seventy-five miles in Arkansas, and width about twenty miles, and then lose themselves into the St. Francis river.

The following plan is submitted to drain and reclaim the inundated lands in Missouri:

The swamps of White Water or Little River are formed by the overflow of the Mississippi river, between the city of Cape Gerardeau and the mouth of Cape LaCreus river, a distance of four miles on the Mississippi. The only way of stopping this overflow would be by making a levy along the Mississippi, about half a mile distant from its banks, so as to make room for the caving in of the banks of said river, from the city of Cape Gerardeau to the mouth of Cape LaCreuse river, to the high chain of hills on Scott county, which forms horse shoe. The cost of throwing a levee between the two above mentioned points, which is four miles long, would be, at \$6,000 a mile, \$24,000. This levee would check the overflow of the waters of the Mississippi river from the swamps of White and Little River. These said swamps flow, as before mentioned, around a chain of hills in Scott county, and west of New Madrid road. Then it would be necessary to make a draining canal, commencing below Cape Gerardeau city, to run through the above mentioned swamps, so as to collect and throw all the waters into White Water or Little River. This canal to extend to about west of New Madrid, where lie the big swamps of Little River; the length of said canal would be seventy miles. The cost of this canal, at \$3,000 a mile, would be \$210,000. It would require another canal, commencing about twelve miles below Bloomfield, in Stoddard county, to run in a direct line below the town of New Madrid, which would drain a vast quantity of water from lakes Nic Cormy and St. Mary's—all of which are branches of swamps of White Water or Little River. The length of the canal would be about twenty-five miles; the cost of it, at \$3,000 a mile, would be \$75,000.

Then another canal from the swamps of Little River, to flow into the Mississippi, at Point Pleasant; that is, a draining canal, commencing just west of said Point Pleasant, about at the junction of Little River and Castor. The length of the canal about twenty miles; which would drain great quantities of water that cover Dunklin and New Madrid counties. It is well to state that Little River swamps, west of Point Pleasant, are twenty-seven feet above the level of the Mississippi waters at a medium stage; and Little

River at a low stage—of which level was taken by Judge Turner of Virginia, a scientific gentleman, in the year 1825—for which information, and many other facts, I can refer to Godfrey Lesfieur, Esq., Colonel Walker, Capt. Alphonsa Delarodesie and Richard Phillips, persons of great integrity, and very intellectual gentlemen; of whom mostly were born and raised on the borders of said swamps. The cost of above draining canal, at \$3,000 a mile, would be \$60,000.—The said Little River swamps then flow south into New Madrid and Dunklin counties; and then into the St. Francis river, in Arkansas. It will be essential to remove all obstacles in Castor and White Water or Little River; that is, by removing all the trees, logs and stumps in the bed of said rivers, so that all the waters would concentrate into Little River, which empties into St. Francis river, in Arkansas. The cost of removing said obstacles in beds of said rivers would be \$50,000.

The draining and reclaiming the St. John's and James swamps would be by making a levee from the town of Commerce, in Scott county, along the Mississippi river to New Madrid, where the banks overflow; and said levee to be at half a mile from its banks. This levee would be one hundred miles long; and the cost of this levee, at \$5,000 a mile, would be \$500,000.

The St. John's swamps will require a draining canal from St. John's lake, to flow into bayou St. John's, about eight miles above New Madrid; then removing all obstacles in said bayou St. John's, the canal would be about forty miles long, which would reclaim all the swamps of St. John's; and would cost \$120,000.

The swamps St. James would require a draining canal from its head, near Mathew's prairie, in Mississippi county, to flow into Jame's bayou, which empties into the Mississippi river, across the dividing line between the counties of Mississippi and New Madrid. Thus the canal would be twenty-five miles long; and it would be necessary to remove all obstacles, such as logs, trees and stumps, out of the bayous St. Johns and Jame's—and these bayous would be navigable for flatboats and keelboats. The canal would cost \$75,000; and removing obstacles out of St. Johns and Jame's bayou, \$5,000.

The St. Francis swamps can be drained and reclaimed by clearing and removing all obstacles from the bed of the St. Francis river; that is, from its head in Missouri to the Arkansas line, so as to concentrate all the water within its channel, for \$50,000.

The amount of submerged lands in Missouri is 2,160 square miles, as far as it can be ascertained at the Land Office, making 1,328,400 acres. The reclaiming of these lands would afford sufficient remuneration to justify their vast undertakings. The amount of the cost of the whole work would be \$1,169,000. The lands are now valueless, and can never be made available without being drained and reclaimed. The proper manner of reclaiming these lands would be for the General Government to cede these submerged lands to the

States, with the special condition enjoined upon the State of reclaiming them. The State would feel more interest in executing this work, for it would come under its immediate concern, and for the expense attending this work the State would be repaid by the sales of the reclaimed lands. The General Government can never dispose of these inundated lands, nor the fertile lands bordering on these swamps, without their being reclaimed, for no human being can inhabit on the borders of these lands without endangering his life.—The voice of humanity speaks aloud, that these lands should be rendered fit for cultivation and for the habitation of man. Some of the best inhabitants of our State, and the old settlers of the country live on the borders of these swamps. It is well known that they suffered much from the earthquakes of 1811–12; and they braved many dangers in the last war, in the struggle with the savages;—it is but just, generous, and equitable, that the Government should render their's and their children's situation comfortable and wholesome.—There exist strange and unknown diseases of the most dreadful and malignant character—dealing death in every direction, and spreading throughout the southern part of Missouri terror to its inhabitants. The poisonous winds blowing over swamps seem to carry on their wings, death to the young, hardy, strong, infirm and old alike.—These lands are now valueless. These low lands are susceptible of being reclaimed; if so, would be unsurpassed in richness of soil, excellence of timber, and would invite thousands of immigrants to inhabit them; and towns and villages would spring up in the whole country, and an active population would cover its whole extent,—the lands would be made to smile with rich harvests that would cover its surface,—the south of Missouri would be one of the garden spots of the West; for its lands would be level and beautiful, and would be as fertile as any on the face of the Globe.

All of which, with the accompanying Map, is respectfully submitted.

I therefore propose the following resolution:

*Resolved.* That in the opinion of this Convention—it is both the interest and duty of the General Government to cede the inundated lands to the States in which they lie, with the special condition to drain and reclaim them.

FERMIN A. ROZIER. *Chairman.*



## REPORT OF THE COMMITTEE ON WESTERN MARINE HOSPITALS.

The undersigned, a Committee appointed by the Western and Southern Convention, assembled at Memphis, on the 12th November, 1845, on the subject of Marine Hospitals for the accommodation and relief of sick and disabled boatmen, have had the subject under consideration, and beg leave to submit to the Convention, and through the Convention to Congress, the following Report:

By the act of Congress of 1798, and by subsequent acts, a fund was authorized to be raised out of the wages of all seamen, for the purpose of establishing a hospital fund, for the relief of sick and indigent seamen; which fund is placed in the Treasury of the United States, to be appropriated by the Secretary of the Treasury for the purposes above stated.

By subsequent action of Congress, boatmen engaged on all navigable streams in the United States were included in the act of 1798; and the receivers of customs, at the different ports of entry, authorized to collect "hospital dues" from all boatmen engaged in navigating the various streams throughout the United States.

By this legislation on the part of the General Government, the principle has been established, that sick and disabled seamen and boatmen are alike entitled to look to the General Government, and to the General Government alone, for relief.

In the Year 1837—and subsequently, Congress, by its action, proposed the establishment of Marine Hospitals at certain points on the western and southern rivers; but owing to the embarrassed condition of the Treasury at that time, no appropriation was ever made for their erection.

The Committee, therefore, earnestly recommend to Congress, that an adequate appropriation be made for carrying out, without further delay, the propositions of the act of 1837, by establishing at such points as have been proposed, Marine hospitals, commensurate with the wants of that class of persons for whose benefit they are to be erected.

The Committee are of opinion that the claims of sick and disabled boatmen on the General Government, are of the strongest kind; and that they have a right to expect, and demand that ample provision be made for them, as they are taxed while in health, for the express purpose that they may be taken care of when sick.

If the revenue accruing from the tax at present levied on boatmen be insufficient to meet the demands made on the department for their relief, and Congress be unwilling to use other funds in the Treasury for that purpose, the Committee recommend that the hos-

pital fees, collected from boatmen be increased, so as to raise a fund sufficient to sustain hospitals, large and numerous enough to accommodate all who may require relief; and we are assured that such a course would meet the hearty concurrence of the boatmen themselves.

The number of boatmen engaged in the navigation of the different streams of the valley of the Mississippi may be estimated at over 1700, exclusive of flat and keel boatmen, which would swell the number to 3,400—without whose services the whole internal commerce of the country would be paralyzed. These men, from the very nature of their employment, are exposed to the most sudden and extreme vicissitudes of climate and weather; which renders them peculiarly obnoxious to both the predisposing and excelling causes of disease, to whose ravages so many of them become victims.

In addition to this, they are subject to all the casualties incident to steamboat navigation, from which so many of them sacrifice their lives, or are disabled for life by the explosions and other accidents which annually occur on our rivers.

The Committee, therefore, in view of these facts, feel that they cannot too strongly urge upon Congress the importance of establishing Marine Hospitals, for the relief of a class of men, who, though proverbially improvident themselves, yet, have the strongest claims on the justice and humanity of the General Government.

*Therefore, Resolved,* That this Convention earnestly recommend to Congress the speedy carrying out of the recommendations of the above report, and that the act of 1798, be so extended as to include all persons engaged in navigating the southern and western rivers.

WYATT CHRISTIAN, M. D., *Chairman.*

## REPORT ON LAKE HARBORS AND LAKE DEFENCE.

The Committee on Lake Harbors and Lake Defences, offer the following Report:

The extent of the lake and river frontier of the north and north-west is well known to all in the least acquainted with the geography of our country; and the importance of putting and keeping this portion of our Republic in a state of defence, must be readily acknowledged by the public. Bordering as this portion does on the possessions of a strong and an ambitious Government, whose policy is to keep up a standing army, and at all times to be ready for battle on sea or land, it is folly and weakness in our Government to leave the whole lake country, as it now is, in an entirely defenceless condition, so far as Military or Naval means are concerned.

To those familiar with the Lake country no arguments or facts need be urged in favor of appropriations out of the National Treasury for the construction and improvement of the Harbors upon our mighty inland seas. But so rapid, so important, and so extensive has our Lake trade and commerce, become that we deem the following statistics not unimportant in connexion with the subjects under consideration:

In 1824 there was but one steamboat on Lake Erie; and in 1826 the waters of Lake Michigan were first disturbed by a steamboat, which went up to Green Bay with a pleasure party. These excursions were continued, occasionally, until the time of the Black Hawk war, when boats were needed to carry up troops and provisions into those then wild and uncultivated regions.

In 1833 there were eleven steamboats on the Lakes; and they carried that season, to and from Buffalo and other ports on the Lakes, 61,485 passengers; and received for freight and passengers, the sum of \$229,212,69. During this year three trips were made to the upper Lakes, two to Chicago, and one to Green Bay.

In 1839 a line of steamboats was formed to run from Buffalo to Chicago, making a trip in sixteen days.

There are now fifty-six steamboats on the Lakes, and nineteen steam propellers—built at a cost of some \$3,000,000. There are some 650 vessels; and the tonnage of the Lakes amounts to about 50,000 tons.

In 1841 the export and import trade of the Lakes, exclusive of the export trade of Buffalo, of which no report was made, amounted to \$65,800,000. And it is ascertained from official sources that the trade now approximates to \$100,000,000 a year.

The increase of population and of business in the Lake country is almost without a parallel in the history of the world. In 1836-7 cargoes of flour were shipped from Cleveland around to Detroit,



Chicago and Milwaukee, to supply the population these places and the country about them.

The exports of Michigan are some \$5,000,000 a year, and rapidly increasing. From Chicago, of this year's crop of wheat in Illinois, there will be shipped 2,000,000 bushels. To purchase this amount of a single product from a single port on the western shore of Lake Michigan, it will require \$1,125,000.

The extent of territory on the Lakes now furnishes an outlet for the products of some 3,000,000 of people.

As an evidence of the increase of business on the Lakes, the Committee would state the following statistics of trade of the port of Cleveland:

The monied value of the import trade of the port of Cleaveland for the year 1844, was 5,632,665 00 dollars; and the export trade was 5,513.037 00 dollars—showing the commerce of this port in 1844, to exceed *Eleven millions of Dollars* in value, being equal to the *one ninth part of the whole commerce of all these inland seas.*

The total number of steamboats and vessels belonging to the district of Cuyahoga, in 1830, was 15

"	"	"	1844. was	98
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Whole number of men employed in 1844,	681
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Tonnage in 1830, 1,029 tons,

do	1814,	11,738	"
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Arrival and departure of vessels, exclusive of steam-boats at the port of Cleveland in 1830,	431
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do	do	do	1844,	3128
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Whole number of arrivals and departures of vessels and steamboats in 1844.	5328."
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It is necessary that this trade and population should be protected. For this protection Lake Harbors are important: and the construction of a Naval Depot at some eligible and central point on Lake Erie is indispensable. Therefore

*Resolved*, That the importance and increase of our Lake trade and commerce demand of Congress some appropriations for the construction and improvement of Lake Harbors.

*Resolved*, That we recommend to Congress the appropriation of money for a Naval Depot at some suitable point on the Lake Shore.

*Resolved*, That the increase of the trade of Lake Superior, requires the construction of a Ship Canal around the falls in St. Mary's river.

JAMES A. BRIGGS,

JAMES A. BRIGGS,  
*Chairman.*

## REPORT OF THE COMMITTEE ON A MILITARY ROAD THROUGH ARKANSAS.

The Committee to whom was referred the subject of the [Military Road, leading through Little Rock, Arkansas, to the Western Territory, beg leave to report:

That this road was commenced by the General Government while Arkansas was a Territory; that about the sum of two hundred and fifteen thousand dollars has been expended in its construction; and only some sixteen miles of the distance between Memphis and Little Rock remain to be finished. This part of it is through the swamps of the Mississippi, St. Francis, and White rivers, and constitutes the most difficult and expensive part of the work; thirty miles, however, have been made by throwing up an embankment, above high water; through the swamps of the Mississippi, leaving the swamps of the St. Francis, (twelve miles,) and of White River, (four miles,) to be done.

From Little Rock to Red river, which is the only main thoroughfare in the direction of the military posts of Towson and Washita, the route lies over a more elevated country, well adapted to the construction of a solid foundation, and a small amount only would be required to put it in a permanent condition to accommodate the travel. From Little Rock to Forts Smith and Gibson very little, if any thing, has ever been done by the Government towards the construction of this branch.

Since the admission of Arkansas into the Union this road has remained in the condition above described, for the reason mainly that it has been regarded more as a work of national than State patronage—in support of which the following facts may be adduced:

1st. It traverses the most central, eligible and practicable route leading from the States on the east side of the Mississippi, opposite a point which nature has designated, and which, in the estimation of every military man who views it, is the most commanding point in the valley of the Mississippi, to the south-western territory;—and is the only sure passway for communicating with the posts and fortifications on our south-western frontier, or for the transportation of troops and munitions of war in time of danger.

2nd. The navigation of the Arkansas and Red rivers, which are the only two natural channels of communication with these posts and this frontier, cannot be depended on only for small portions of the year; and then only at a season when business in other parts of the southern country is suspended. The completion of this road then becomes important as an auxiliary channel of communication to these streams, when their navigation is suspended.

3rd. The Government, as a part of the system of defence on the south-western frontier, impliedly guaranteed to the people of Arkansas, by the acts of Congress and the treaty with the Cherokees, have erected at Little Rock a costly and permanent Arsenal and Magazine, for the safe keeping of military stores, and the storage of arms and munitions; and have erected like costly and permanent forts or out-posts at Gibson and Smith, Towson and Washita, on the frontier. This road, then, as completing the system of defence, thus begun, and affording the only permanent means for communicating with this central depot and store houses at Little Rock—both to the Mississippi on the east, and to these out-posts on the west and south-west—becomes as necessary as the establishment and maintenance of the posts themselves.

4th. The Government have located upon the western borders of Arkansas a large Indian population—a great proportion of whom are but one remove from a state of barbarism;—they have been removed there against their will, and in consequence harbor all the hatred and hostility peculiar to their character against the whites.—With the demon of revenge rankling in their bosoms, influenced and urged on by unprincipled white men, they may at any time, when the navigation of the rivers are suspended, fall upon the defenceless frontier settlements and wage a cruel warfare upon the unprotected citizens thereof, without the least apprehension, in the present state of things, of repulsion or speedy punishment by any force that can be brought to bear against them by the Government.

These are some of the considerations which give to this road its nationality: and its speedy completion is urged by every principle of national policy, as well as by the obligations of implied compact.

But if it be necessary to adduce farther evidence in support of its claim to national patronage, your committee need only refer to the annexation of the territory of Texas, to which it affords the main great land route from the States east of the Mississippi to that section of the country.

If it were necessary for the General Government to construct a road through the States of Ohio, Indiana, Illinois and Missouri with a view to provide for the defence of the frontier in that direction, to induce the settlement and sale of the public lands in those States—thereby enhancing their value by bringing them speedily into market—is it not equally as important to finish this road, and extend it also far into the interior of the recently acquired territory with a view to similar results. This portion of the public domain should be an object of no less solicitude and concern to the Government or to the people of these States. It is equally extensive in point of territory as valuable in point of resources—as fertile in point of soil—and equally as defenceless as the other.

In view, therefore, of these considerations, your committee recommend the adoption of the following resolutions:—



*Resolved*, That this Convention recommend to the Congress of the United States, to appropriate for the completion of this road, at the approaching session of the next Congress, the sum of Two Hundred and Fifty Thousand Dollars—One Hundred and Fifty Thousand to be applied to the road between Memphis and Little Rock—Fifty Thousand to be applied between Little Rock and Fort Smith, and Fifty Thousand to be applied between Little Rock and Red river, in the direction of forts Towson and Washita, on the route through Washington in Hempstead county, Arkansas..

D. H. BINGHAM,  
*Chairman.*

## REPORT OF THE COMMITTEE ON THE CONNECTION OF THE WESTERN RIVERS WITH THE LAKES BY SHIP CANAL.

Your committee on the Connection, &c., respectfully report:—That the project of a ship canal, connecting the waters of the Lakes with those of the Gulf of Mexico, although but recently claiming the attention of the American people, appears to have elicited more of their sympathies than perhaps any other of the numerous projected national works of the valley of the west.

Your committee find themselves, owing to a want of time, unable to go into a detailed report on this great national project; they will, therefore, confine themselves to a brief recapitulation of such leading arguments as have been made in its favor.

The idea of this canal was undoubtedly conceived, as a measure of national defence, during the last war between the United States and Great Britain. Both governments were unable to bring such maritime force on the lakes, as was necessary to protect the commerce of either country; both suffered severely, as a consequence; and so jealous were both of the maritime powers of the other, that in the treaty of Ghent, a prohibition was inserted, that neither government should construct vessels of war upon the Lakes, except for purposes of preventing violations of their revenue laws—nor keep up upon those Lakes any vessels of war, except for the same purpose.

Thus hemmed in by treaty stipulation, Great Britain, after the close of the war of 1812, commenced the construction of a ship canal, connecting the waters of the St. Lawrence with the Lakes. The Welland canal was first constructed by her, uniting Lake Ontario with Lake Erie, some distance from the Niagara river. This great work was accomplished under the guise of commercial prosperity. It surmounted the great falls of Niagara.

The people of the United States were lulled into a false security. They saw in this great work, only a means of opening commerce with the Lakes. They did not see the hidden and deep purpose of Great Britain. That purpose could no longer be concealed, however, when that government commenced and completed the Rideau canal, uniting Ottawa or Grand river with Lake Ontario. Both canals are within the territory of Great Britain, distant from the frontier of the United States three miles, while the latter, the Rideau canal, borders a navigable and deep river, which, however, on its eastern shore, is under the jurisdiction of the United States.

These great inland improvements of England being now completed, that nation could, in the event of a war, transfer any number of ships of war to the Lakes along these canals. It has been said, that in thirty days, England can, at this time, convey ships of war from the docks at London or Liverpool to Lake Erie. Thus silently, but

surely, has that ambitious and powerful nation placed herself in a position to command the northern Lakes of this continent. In case of war, the weakest eye can see distinctly, that she could devote to destruction the whole Lake commerce of the American people; (now amounting to sixty-five millions per annum.) pillage and burn the numerous cities, towns and villages on their shores; and, in short, obtain the entire mastery of the Lakes.

Thus, by her energetic measures, has England obtained over the United States an overwhelming advantage; making the very prohibition itself, (of the treaty of Ghent) at first so disadvantageous to her, a positive and tremendous lever in her favor; the effects of which it is manifest can now be obviated only by the construction of a similar ship canal by the United States, connecting the waters of the Lakes and those of the seaboard.

In regard to the practicability of the construction of such a canal, the committee consider that question as settled favorably.

Three different canals now unite, or shortly will unite, the waters of the Lakes with the western rivers, designed for commercial purposes; and it only requires that a canal shall be constructed deeper and wider, to ensure the passage of ships of war to and from the Lakes. During the spring floods, any of our western rivers will float the largest vessels of war, suitable for Lake navigation.

The facilities for obtaining all the necessary munitions of war for the equipment of vessels on the western rivers, is equal, or could be made equal to that of any other portion of the United States. At Memphis, on the Mississippi river, a naval depot is now being constructed; while government commissioners have decided, after examination, that Massac on the Ohio river, possesses the proper advantages of position and facility, for a large national armory and foundry.

Your committee had prepared statistical tables of the immense trade, annually increasing to a surprising extent, of the Lake country, which this canal is so essential to protect; but not desiring to swell this report, they have concluded to omit them. The increasing commerce, population and general business of every portion of this vast and mighty republic, are well known to all our people; but these tables show, that in these respects, the Lake country has advanced faster than any other portion of the Union, and hence has powerful claims to the protection of the government against a foreign enemy.

It is particularly against England that the United States must guard themselves. Twice have they met her in deadly strife; and no citizen of this Union is certain that he will not be called upon, within the circle of a year, to defend his country against her in another war. Upon the north, she meets us at every point—her immense possessions stretching out to the pole. Upon the west, she claims and holds the Oregon; and upon the east, she sits entrenched near the coast, commanding the vessels trafficking with our largest



commercial port. In short, where is England not, upon the surface of the habitable globe? It has been her policy to seize upon every thing wherever situated, which she could obtain; often upon the weakest pretences; and to hold on to it afterwards with the tenacity and avarice of a miser.

Against a government as grasping and ambitious as England, the United States should be always prepared at every point. In the present condition of the people of the Lake country, the entire commerce of the Lakes is at her mercy. In case of war, she can, in forty days, cover the Lakes with her warlike cruizers; while the United States could not bring a single vessel of war to meet them. Does such a helpless condition as this become a great and mighty people, like those who bear the American name? Is it just to so large a portion of our people, to leave them thus to the tender mercies of British cruizers? Their high sense of justice, right and liberty, will, we confidently believe, respond to these questions in the negative; and among the early fruits of the wisdom of the American Congress, we hope to see an appropriation for a ship canal connecting the Lakes with the western rivers.

Your committee, therefore, offer for adoption, the following resolution:

*Resolved*, That the project of a ship canal, connecting the waters of the Lakes with the western rivers, is a great national work, worthy of the enlightened consideration of Congress.

W. WALTERS, *Chairman*.

## REPORT OF THE MAJORITY OF THE COMMITTEE ON FORTS, AND DEFENCES OF THE WESTERN IN- DIAN FRONTIER.

Your Committee, having considered the subjects referred to them, beg leave to report the following preamble and resolutions:

Whereas:—The Government of the United States has or will soon acquire, the Republic of Texas, and make it a portion of the Union:

1st. *Resolved*, That it is the duty of the General Government to establish Military Post on her Western border; for the purpose of maintaining peace with the various tribes of Indians that now live on the borders of Texas—and that hereafter all Posts that are established shall be on the line of the frontier dividing the Indians from the white settlements:

And Whereas: The Government of the United States have placed on the borders of the State of Arkansas, a large body of various tribes of Indians, some of whom have been and still are hostile to the white inhabitants; and believing that it was the intention as well as the duty of the General Government, to give such security and protection to that portion of our common country as to insure peace and prosperity to all who desire to remove to the frontier:

2nd. *Resolved*, That it is the duty of the Government to establish such Posts as are absolutely necessary for the permanent safety and security of all the settlers on the frontier, that while millions have been squandered upon ornamental fortifications and Atlantic harbors we, upon the confines of the Indian country, are to see our Forts and other public edifices decay and fall into ruins; though they be the only security for our women and children against the scalping knife of hostile and discontented savages, who have been crowded upon our borders without our consent and against the express wishes of themselves, bringing with them, unabated, their intuitive dislike and malignant hatred for the oppressors and destroyers of their race.

3rd. *Resolved*, That the Government is in duty bound to commence the work already under way, and complete them at as early a day as practicable.

4th. *Resolved*, That there should be Posts established on the whole western frontier, sufficient in number to give security and permanency to the whole people, and that, under no circumstances, should there be any Military Posts established in an Indian country, nearer than one hundred miles, on a direct line, from any other regular established Post.

5th. *Resolved*, That our Senators and Representatives in Congress be requested to urge the appropriation of a sufficient sum of

money for the purpose of establishing such Military Posts as may be deemed of importance, on the whole western frontier.

6th. *Resolved*, That when a Military Post is established permanently, it should be the duty of the Secretary of War, to have the Soldiers, employed in time of peace in making roads leading along the frontier; they being allowed extra pay for extra duty.

A. G. MAYERS.

*Chairman.*

A. W. HUTCHINS, La., S. SNOWDEN HAYES, Ill., D. D. MITCHELL, H. W. REID.

MEMPHIS Nov. 14th, 1845.

## REPORT OF THE MINORITY OF THE COMMITTEE ON FORTS AND DEFENCES OF THE WESTERN INDIAN FRONTIER.

The minority of your Committee beg leave to submit the following report:

The time has long since passed when any serious apprehensions could reasonably be entertained from this quarter. The Indians on the frontier have been rapidly diminishing since the first settlement of the Valley of the Mississippi—nay, ever since the first settlement of the continent of America. And at this time their remains only a few degenerate relics of the once powerful tribes that wandered in the forests and prairies of North America.

The feelings of hostility towards the people of the United States were felt by most of the border tribes cannot be denied: neither will it be contended that these feelings are entirely eradicated from the hearts of some of the gay-headed warriors, who wielded the tomahawk against us in the late war: but these old warriors (with a few exceptions) have passed away: and the present generations so far from entertaining thoughts of hostility towards the United States, are almost daily importuning the general government to afford them protection against the prairie tribes, with whom they have been warring from time immemorial.

The border tribes *on the confines of Missouri and Iowa* so far from being considered as dreaded enemies, should be looked upon as objects of commiseration, entitled to the sympathy and support of the Government of the United States.

The Military posts now established on our western frontier, are deemed amply sufficient for all purposes of protection, and if any portion of the public revenues are to be expended in the Indian country, let it be for the purpose of ameliorating the condition of the Indians, by the establishment of schools, religious institutions and farms, where can be taught the practical knowledge of agriculture.



It will doubtless be to the advantage of most of the frontier inhabitants to have additional Forts erected, and larger bodies of troops stationed along the border. It will furnish them with what will be termed a home market for their surplus produce, and create a demand for labor; but this we regard as an injudicious expenditure of the public money, and what is far more important, we consider large, military establishments in the Indian country as being demoralizing and destructive in their effects. They create habits of idleness and dissipation amongst the Indians, who would otherwise be engaged in the healthful exercise of the chase, or, if more properly directed, in the cheerful cultivation of their fields, and the acquisition of useful knowledge.

The condition of the Indians on our western frontier is wholly changed from what it was for many years after the close of the late war. Formerly they had an almost boundless range of hunting grounds, where game amply sufficient for their subsistence could be procured without further exertion than a healthful, and exciting sport. They knew but little about the "long knives," (as they term the Americans,) their trade and intercourse being carried on entirely with the subjects of Great Britain, who were their only counselors, and advisers. But the almost boundless forests and prairies which then supplied their wants, have long since passed into the hands of others; and cities towns and villages are now seen scattered over the plains where the rude wigwam once stood.

Their former homes have not, however, been wrested from them by the hand of violence. They have (in most cases) received a fair remuneration for their property; and at this time there is not one single tribe on our frontier that does not receive an annuity for the lands disposed of *amply* sufficient to supply their wants *if properly applied*.

These annuities are considered an ample guarantee for the good behaviour of the Indians. If the money is withheld—the Indians must starve, and physical suffering would speedily bring them back to their natural allegiance to the government of the United States.

All of which is respectfully submitted.

D. D. MITCHELL.

II. T. REID.

## TO THE CONVENTION OF WESTERN AND SOUTH- WESTERN STATES, ASSEMBLED AT MEMPHIS.

The committee charged with the consideration of the subject of Western Mails, represent, that from the investigation which they have been enabled to give to that subject, they are of the opinion, that the chief deficiency which exists in the present system of supplying the valley States, may be readily traced to the manner of transportation on national routes, and the want of a proper communication on and with these routes.

The changes in the mode of transportation do not seem to have kept pace with other changes in the country. They do not appear to have been materially modified in the western States, since the organization of those States. The vast increase which has taken place in the mailable matter, and in the number of passengers to be forwarded annually along this great valley, since the extension of the canals and rail roads of Pennsylvania and of Maryland, does not seem, as yet, to have been taken into consideration, or to have been provided for. It is true that in many instances new routes have been established; in others, horse mails have been converted into stage routes; and in some few instances, sections of steamboats and rail road routes have been established. But never yet has an uniform, continuous, main line, either by horses, stages, or steamboats been established from the seat of federal government, through the valley States to New Orleans. In part, such a line may be said to exist—say from Washington, as far south as Louisville, Ky., but beyond that it is no where to be found. A portion of the mails are there vented on various cross and subordinate routes, and the balance of the main mail, shipped as ordinary freight upon transient steamboats, for various cities and towns upon the banks of the Ohio and Mississippi rivers, from which it is distributed as opportunities may serve, to various States and Territories on the east and west.

The Atlantic States have not only a uniform, perfect, rapid, and continuous main mail line of stages, steamboats, and rail roads, from Washington to New Orleans, via Charleston, South Carolina, and Mobile; but the government, in the munificence of its liberality, is already providing those States with an Atlantic coast line of splendid steamers. Amidst all these expensive and splendid arrangements for inter-communication between the States of the north and the States of the south, the conveniences and facilities of our noble river, "Father of Waters," for the transportation of mails and passengers, not only in time of peace, but so indispensable in time of war, seems to be entirely overlooked or forgotten.

Taking into consideration the great and increasing commercial and domestic intercourse of the valley States, and their communication with the northern, middle, and southern Atlantic States, your

committee entertain the belief that a period has arrived when a re-organization of the whole system of western mails should take place, and they venture herein to suggest, for the consideration of the Convention, an outline of mail arrangements, which they consider most conformable to the natural indications of the country, and the convenience of its population.

#### PLAN.

1. A main daily steamboat river line should be established, to run from Pittsburgh or Wheeling to New Orleans, (or at least from Cincinnati to New Orleans,) which should connect at the mouth of the Ohio, with a branch from the Mississippi and Missouri rivers.

2. This line should be divided into different sections, so that boats might be constructed to suit each section of the river.

3. During the fall months, if necessary, the sections above Cincinnati, might be discontinued, and the mails upon that portion of the river line, thrown on the paved roads and rail roads of Ohio.

4. The main river line should be intersected at the chief towns on the river, by a daily stage or rail road line, leading from thence to the capital of each of the valley States.

5. A daily line of post coaches should connect the Charleston and Georgia rail roads, with the Decatur and Tuscumbia rail road, and thence with the main river line at Memphis, or some other central point.

This plan is recommended by many considerations. It would secure the direct and certain transmission of the whole amount of mail matter and passengers, which at any time might be thrown, by the various rail road and coach lines, from the east into the valley States. It would greatly relieve all the horse and stage lines west of the mountains, and render many of them unnecessary. And, by means of the daily branch lines, leading inland, the separate mails would reach the capitals of many States, several days sooner than they now do; from which they would be speedily distributed into the most remote parts of each State and Territory.

It would remove the inducement which now exists with commercial men, on account of the uncertainty of the river mails, to forward their correspondence by transient boats, and cause a large amount of mail matter to be instantly thrown into the river line (greatly to the advantage of the department) which is at present carried by those boats, free of any charge. It would supply many cities, towns and settlements along an extensive coast, with direct and speedy mails, more cheaply and certainly than it can be done in any other way.

The committee deem it a matter of great importance to urge the mail connection of the valley States with those of the south Atlantic, by means of daily post coach lines, connecting the main river mail with the south Carolina and Georgia rail roads. This will doubtless be found the most direct and speedy way of communicating between the Atlantic ports and the central ports of the great



valley. And from its terminus on the Mississippi, news can be most rapidly distributed to every portion of the far west.

The committee deem this a proper occasion to express its apprehension, that if mail contracts be let without regard "to the mode of transportation," that the "safety and certainty" of the same will be greatly endangered, and the public convenience much impaired.

In its opinion the post coach system should be continued on all the important routes of the country, where rail road or steamboat lines cannot be substituted. At the same time, the committee entertain the opinion that the post coach system, has heretofore too often been extended on unimportant routes, and that on several four horse coach routes two horse coaches might with propriety be used. In the western States, the most important mail lines must, from necessity, sometimes pass through extensive tracts of unsettled country, and over unbridged streams, where both the "safety and certainty" of the mail could not fail to be placed in jeopardy, if entrusted to the protection of a solitary individual. It is considered that the presence of stage passengers is a guarantee, not only against the want of integrity in a carrier, but often against the casualties of floods and violence of highwaymen.

The committee having favored the plan for the reduction of postage to the lowest rate consistent with the amount necessary to be raised to defray the expenses of the Post Office department, view with great interest the experiment now in progress for that purpose. The results of the first quarter, so far as they have been developed, are well calculated to dispel the apprehension that the present graduation of rates is not calculated to sustain the department in all its usefulness. The committee do not hesitate, in such an event, to recommend the adoption of such rates of postage as will secure that end.

In expressing the preceding views, we are by no means unmindful of the magnetic telegraph, that wonderful and transcendent agent for the transmission of intelligence, in whose improvement and practical use the United States are taking such a conspicuous part. We have seen with equal astonishment and delight, that this magic instrument can be employed with extraordinary economy and certainty, for the more important and prominent functions of the mail. We recognize it as one of the most effective means of all the mighty agencies of modern times, in revolutionizing the relations of commerce, capital, currency, and all the modes of social intercourse. We consider, that to a great extent, it must inevitably supersede the present modes of transporting intelligence, and therefore regard it as a proper instrument of the government, and indispensable to the performance of its constitutional duties in relation to the public mail. We, therefore, trust that Congress will take prompt and effectual measures to establish a line of the electric telegraph along the great centre of western and southern travel—the Ohio and Mississippi rivers.

The subject of a suspension bridge, on the post road over the Ohio river at Wheeling, Va., was presented to the consideration of the committee at too late an hour to be embraced in this report.

All of which is respectfully submitted, with resolutions appended.

M. B. WINCHESTER, *Chairman*.

1. *Resolved*, That the speedy and regular transportation of the mail, by the routes of the Mississippi and Ohio rivers, is an object of much interest to the western and southwestern States; and that it be recommended to Congress to adopt such measures, as with due regard to economy, will effect this object; and particularly by encouraging the establishment, by individuals or companies, as early as practicable, of regular daily lines of mail boats on the above river routes.

2. That the post office law ought to be so amended, as to require the mails, on the most important inland post roads of the western and southern States, to be carried by post coaches.

3. That the people of the western and southern States are willing that the rates of postage shall be so increased as to meet the increased expenditure required to carry out the above objects.

4. That the system of communication by magnetic telegraph, should be under the control of the general government; and should, at an early period, be extended, by the route of the Mississippi valley, to the southwest, as far as New Orleans.

## MEMORIAL FROM THE CITY OF WHEELING

The Board of Trade of the city of Wheeling, beg respectfully to submit to the body composing the Convention at Memphis, November 12, 1845, their views on some of the topics designed for the discussion and action of this Convention.

We are duly impressed with the importance of the assembly we address, to the whole Union, and more especially to the States composing the most fertile portion of that Union, the great valley of the Mississippi. We acknowledge with pride and pleasure the value of our republican form of government. We claim for it a nearer approach to perfection than any other government on earth. By it "life, liberty, and the pursuit of happiness," are eminently preserved and guaranteed to our citizens; but, it is the natural and one of the almost inevitable evils of a government embracing a large extent of territory, that its powers and usefulness are feeble on the frontiers, and diminish as the distance from the central power increases; and more especially do we find this the case as regards the western portion of our country—remote from the arena of foreign commerce, new, and peopled by emigrants of a recent date from the eastern States or foreign countries. Under these circumstances, the only process by which the full benefits and impartial action of the gov-

ernment can be obtained, is the united, harmonious and vigorous action on the part of the people.

On all the questions that are proposed to be brought before your Convention we feel a deep interest. We think they claim, and we fully believe they will receive, your candid, calm and decided action, and they will be so impressed on the federal Congress as to insure its early action in justice to the west and south.

We pass over the subject of the military and naval resources of the west, being aware that your Convention will have received more light on that point from other sources than we can give; but, on the subject of the improvement of the western waters, numbering among them the Ohio, we entertain a lively interest and will heartily unite with you in urging that subject before Congress, and calling upon that body for such appropriations as are necessary to render all those rivers acknowledged navigable, equal to the business for which they are required, and safe for freight and passengers. It should not be forgotten that the commerce of these western rivers is now greater than the whole foreign commerce of the Union—a greater amount of merchandize and produce now passes over the western rivers, than crosses the Atlantic, or the Gulf, to and from our ports; yet, we find an annual expenditure of upwards of six millions for the support of a navy to protect that foreign commerce and the lives of those engaged in it, besides that portion of the appropriation for the civil department intended for its protection; while scarcely as many thousands are devoted to the security of western commerce, the loss which by snags and other obstacles to river navigation, is far greater than the loss on foreign commerce by any depredations from which a navy could protect it. We, therefore, heartily join our voice to yours in an appeal to Congress upon this subject, and ask and demand farther and efficient appropriations for that purpose. As a part of this improvement, an important and necessary link will be found in the construction of a free canal around the falls of the Ohio at Louisville, thus reducing and equalizing the enormous burthens that our commerce now sustains on this river.

The subject of the western mails is another highly important one, and worthy of our most serious consideration, as connected with the commerce of the west and entering into our daily and private associations. In the speedy and general transmission of the mail westward from the Atlantic cities, the whole western and southwestern States are deeply interested, and we rejoice that the subject will be duly impressed upon Congress through your instrumentality.

There is one link in the chain of connection, which we desire to impress upon you as an important one; and we believe felt to be so by all who are conversant with the subject. The entire mail from the capital of the Union and all the commercial ports on the Atlantic seaboard, for the States of Ohio, Indiana, Illinois, Missouri, Arkansas, Kentucky, Tennessee and the territory of Iowa, embracing a population of more than one-third of the whole Union, passes



through Wheeling, and is here distributed. It thence crosses the Ohio river and goes west upon the national road to various points of divergence. In crossing the Ohio at this point the mail is always detained by the difficulty and danger of ferrying; but in the winter season, when the ice is running in the river, and in the spring floods, the ferriage is interrupted often for days together, to the manifest detriment of business operations, and often to the serious loss of those engaged in mercantile transactions.

The national road to the Mississippi was constructed by the federal government under a positive contract with the States, receiving in consideration therefor the privilege of holding the public lands within the States through which it passes free of taxation for a given period after their sale. This contract requires the construction of a road or roads connecting these States with the navigable waters of the Atlantic. That contract will not be fully filled until a bridge is constructed over the Ohio, connecting the two portions of that road. Petitions have been sent into Congress praying the erection of this Bridge, from numerous citizens of all the western States; the Legislatures of Ohio and Indiana have passed resolutions declaratory of their approval, and a desire for an appropriation for that purpose; and in 1843 it was recommended in the annual reports of the Postmaster General and Secretary of War. The cost of such a structure, erected without piers in the river, and entirely above danger of interrupting its navigation, would be but \$130,000, as estimated by Mr. Elliott, architect of the Wire Suspension Bridge over the Schuylkill, at Philadelphia. A recommendation of that subject to Congress from a body so imposing as will be yours, would come with great weight, and we hope would have the desired effect. Of the eastern cities, Baltimore has the advantage of the nearest location to the west. She has commenced a Railroad which must, from present indications, terminate on the Ohio at this point, and that at an early day. Simultaneously with the construction of that work, we cannot doubt that the Xenia and Columbus Railroad will be constructed to meet it. Thence it will follow, that it will be carried westward through the rich and growing States of Indiana and Illinois to the Mississippi river. This, we conceive a glance at the map will show to any one, must be the great thoroughfare of our country; and it may be a question, whether a due regard to our national defences would not warrant the action of Congress to hasten its completion.

We have already trespassed longer on your time and patience than is perhaps becoming, or may be useful; but, before concluding, we would submit a few remarks upon the subjects of Agriculture and Manufactures. We are of the South, bound to it by the ties of similarity in our institutions, and by the natural affinities of affection; and as such, we would express our gratification at the fact that these primary questions will be discussed by you and acted on with a wisdom which the importance of the subjects demand. In Agriculture a vast majority of the citizens of the extreme south, as

well as the middle States, must find their resources; but in Manufactures there, as well as here, we must look to the development of Agriculture and the requital of the labor it requires. We of the South must build up manufactures for the consumption of our surplus products, and neither be content to send our raw material to other countries or to the north to manufacture for our use; or to buy of the north all our manufactured conveniences, comforts and luxuries.

The protection of manufactures by the imposition of duties never has been and never can be a *party* question; but, unfortunately, a sectional one it has been, and must be, until the attention, the energies, and the capital of the South is diverted measurably into that channel; until they themselves learn to manufacture what they consume, and export their surplus in manufactured articles, instead of relying solely upon the export of the raw material for the supply of their wants. In doing this, they will find with them the sympathies and assistance of the whole Union; but, though living in a southern State, and in connection with southern institutions, we can have no *sympathy* with any act or principle that will have a tendency either to reduce the protection now existing upon American manufactures and rendering prosperous American agriculture, force out of their natural channels the expenditures of the Federal Government, or engender to a greater degree than now exists sectional feeling and prejudice.

Sincerely trusting that a patriotism as broad as our whole country will actuate your councils and govern your actions,

We remain, in behalf of the Board,

Yours, truly,

THOMAS HUGHES, *President.*

C. D. HUBBARD, *Sec'y.*

## REPORT ON WESTERN MAILS.

MEMPHIS, Nov. 16, 1845.

M. B. WINCHESTER, Esq.

*Chairman of the Committee on Western Mails:*

Sir—As your Committee have recommended a mail service that must necessarily increase the expenses of the Post Office, it becomes necessary that the means should be provided to meet them. You have also expressed a willingness that to meet this object the postage on mail matter transported in the mails should be increased. Therefore, I beg leave to suggest the following modification of the tariff of postages, to wit:—For the postage on a letter, any distance up to one hundred miles, five cents; over one hundred miles and not more than six hundred miles, ten cents; over six hundred miles and not more than eleven hundred miles, fifteen cents; over eleven hun-

dred miles and not more than sixteen hundred miles, twenty cents; and any distance over sixteen hundred miles, twenty-five cents.

For the postage on a newspaper over one hundred miles and not more than three hundred, one cent; over three hundred and not more than five hundred miles, two cents; over five hundred and not more than seven hundred miles, three cents; and so on—increasing one cent for every two hundred miles until it amounts to ten cents for each paper. And I recommend that the postages on pamphlets be made to correspond with the postages proposed on newspapers.

Should the above postages be too high, commence at a lower sum, observing the same principle as to distance and amount.

If this plan should be adopted, and there should be a surplus revenue at the close of any Post Office year, let the Post Master General be authorized to reduce the rates on the foregoing principles of graduation, so as that no more revenue shall arise from postages for the next year than will be sufficient to sustain the Department. And should there be a deficit of revenue at the end of the Post Office year, he shall have a like authority to increase the postage, on the same principle of graduation, to a point which promises a sufficient fund to defray the expenses of the Post Office establishment.

It is my opinion that if the above proposed modifications take place, the volume of the mail will be reduced, probably, one third, in consequence of the additional postage on newspapers, which will ultimately reduce the postages on all mail matter. I hold it a sound principle, not to be successfully controverted, that the Post Office system should be sustained by those, and only those, that ask for and receive its benefits.

Very respectfully, your most obed't,

WOODSON WREN.

*Whereas*, The Government of the United States emanates from the people, who are sovereign and free to make rules and laws for their own government, and appoint agents or servants to execute and enforce them—in order to enable them to act independently and intelligently, they should be enlightened, especially upon their rights, privileges and obligations as a community: And, whereas, it is a deplorable fact, that many of them are not sufficiently informed on these important subjects: Therefore, in order to assist in supplying them with cheap, correct means of improvement, to be presented to them in such a manner as to entice and excite them to exert themselves to acquire the necessary intelligence, and to encourage them to engage in this object, it is

*Resolved*, That it be recommended by this Convention that Congress pass a law to permit Newspapers to be transported in the mail, free of postage, one hundred miles from the office where they are printed and sent by the Editors to their subscribers.



